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TO-DAY'S DOLLAR. — The
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BARE LEGS QUESTION AT WIMBLEDON.

GERMANY ELIMINATED.

MORPURGO DEFEATED BY BRILLIANT YOUNG BRITON.

TILDEN'S SUCCESS.

The question of taking the courts with bare legs was once again revived at Wimbledon. Miss Edith Cross, the American player, and Miss Stockell, the Danish champion, on appearing without stockings, were reminded of the Wimbledon tradition. They explained that they acted in ignorance of this rule. All overseas players have now been instructed that it is not allowed.

Germany and Japan have been eliminated from the competition, Britain being chief instrumentalist in the defeat of the surviving few. France lost another player, when Boussus succumbed to the fierce attack of John Doeg. The biggest surprise of the day came in the encounter between the 21-years-old son of Mr. S. F. Perry, Labour M.P. for Kettering, and Morpurgo, champion of Italy. The young Briton emerged victorious after a dazzling exhibition of tennis.

The untimely wave of illness which has overtaken the Test cricketers seems to be spreading to Wimbledon, as, in addition to Mrs. Watson, Mlle. Alvarez has been compelled to withdraw from all sections of the tournament.

JAPAN'S FAILURE.

London, Yesterday.

After the complete elimination of the Japanese players, "Bunny" Austin played startling tennis to defeat the young French "star" Landry. He won the first set without conceding a game; the second he took at 6-3; and the third at 6-2.

Australia suffered a reverse when Crawford went down to David 2-6, 3-6, 6-3, 4-6. And later in the programme, G. M. Lott beat H. Hopman, the Davis Cup player, 7-5, 6-3, 6-3.

The third round saw a clash between past and present American Davis Cup players in W. T. Tilden and J. Van Ryn. Tilden, who was left out of this year's Davis Cup,

against the whirlwind attack of this youth and lost 8-10, 6-4, 1-6, 2-6. Perry was given six months' leave from business by his father in order that he might improve his game. He made good use of his time as Morpurgo well knows. Kehrling defeated Jan Kozeluh 6-3, 6-4, 13-11 in a game which was packed with thrills.

Prenn, the remaining German player, was outclassed by Hughes, who won comfortably by 5-7, 6-4, 6-1, 6-3. C. Boussus, a French player of no mean ability, fell before G. M. Lott, the American player, after a five-set match. Lott lost the first set at 7-5, won the next at 6-1, lost a hard fought third set at 14-12, then took the next two comfortably at 6-0, 6-2. J. C. Gregory, the British player,

MEN'S SINGLES.
H. W. Austin (England) beat Landry (France).
David (India) beat Crawford (Australia).
G. M. Lott (U.S.A.) beat H. Hopman (Australia).
W. T. Tilden (U.S.A.) beat Van Ryn (U.S.A.).
H. Cochet (France) beat Berkeley Bell (U.S.A.).
S. Perry (England) beat Morpurgo (Italy).
Kehrling (Holland) beat Jan Kozeluh (Czechoslovakia).
Hughes (England) beat Prenn (Germany).
John Doeg (U.S.A.) beat C. Boussus (France).
J. C. Gregory (England) beat Harada (Japan).
Mangin (U.S.A.) beat R. Miki (Japan).
P. D. B. Spence (England) beat Abe

LADIES' SINGLES.
Joan Ridley (England) beat Sarah Palfrey (U.S.A.).
Mrs. Ryan (U.S.A.) beat Mrs. Montgomery (England).
Miss Mathieu (France) beat Miss Fearnley Whittingstall.
Joan Fry (England) beat Miss Dearman.
Betty Nuthall (England) beat Miss Lyle.
Helen Jacobs (U.S.A.) beat Miss Mellows.
Miss Dix (England) beat Miss Palfrey (U.S.A.).
Miss Wills-Moody (U.S.A.) beat Miss Goldsworthy (England).

LADIES' DOUBLES.
Miss S. & M. Palfrey (U.S.A.) beat Miss G. & H. Dix (England).

defeated his successor 7-5, 6-4, 6-1 after a strenuous opening.
H. Cochet, the French champion and holder of the Wimbledon title, defeated Berkeley Bell, the former American intercollegiate champion, in a match which produced great tennis. Cochet took the first two sets at 6-2, 6-3, but then Bell, making a magnificent recovery, took the next two at 7-5, 6-4. In the first set, Cochet with greater experience behind him won out an easy winner at 6-1.
S. Perry, the 21-years-old son of the Labour Member of Parliament for Kettering, caused a first surprise when he defeated the packed ranks with the white track shoes. Morpurgo, who had

of the Davis Cup, could do little or, defeated Harada, the Japanese Davis Cup player, 6-3, 6-2, 7-5. Gregory Mangin completed the Japanese rout by defeating R. Miki 6-4, 6-3, 6-2.
P. D. B. Spence defeated Abe 6-1, 6-4, 5-7, 6-4 and brought hope again into British supporters.

Ladies' Singles.
Joan Ridley, a former British champion, defeated Sarah Palfrey 6-3, 6-4, 6-1. America, however, had their revenge when Mrs. Ryan defeated Mrs. Montgomery 6-2, 6-4.
In the second round, Miss Mathieu defeated Miss Fearnley Whittingstall 6-4, 6-2. Joan Fry, another British hope, beat Miss

CROWN & REVENUE

FOLK WHO DON'T SEE THE GOVERNMENT GAZETTE.

DOG OWNERS UNLUCKY.

Appearing in regard to a summons issued against his brother concerning a dog without a muzzle in Hemuntin, and not having a metal badge attached to the collar, Mr. J. M. d'Almada Remedios, before Mr. Whyte-Smith at the Kowloon Magistracy, this morning, pleaded guilty.

Mr. Remedios said that the first summons was quite clear, but he regarded the second one as rather peculiar, because he and his brother had kept dogs for over 10 or 20 years, and they had never had a metal badge attached to their dogs' collars. He added that unless one subscribed to the Government Gazette one would not be conversant with new regulations concerning dogs. He supposed that he would be the next one caught.

Sergeant Browne explained that the metal badge was issued with the licence, and was to be attached to the collar of the dog. If one lost it then he could obtain another from the Hon. I.G.P. for \$1.

Mr. Remedios: I see; the Crown are thinking of the revenue!

His Worship imposed a fine of \$5 on the first charge, while a fine of \$3 was imposed on the summons concerning the metal

Second Case.

and summons a fine of \$5 imposed on Mr. J. Cronha of 23, Ashley Road, for allowing his dog to be abroad without a muzzle and for keeping it without a licence.

A BAD MOTHER.

Leung Mui, a 13-years-old girl, who has been cautioned four times and fined on five occasions, and whose mother was bound over, was again before the Kowloon Magistracy this morning when a fine of \$10 with the alternative of fourteen days' jail was imposed for hawking without a licence.

His Worship reminded the mother of the warning the S.C.A. gave her a week or so ago—that if the girl was caught again her licence would be estranged. He held that it was the mother who encouraged the girl to hawk.

His Worship asked Sergeant Barnicle if it would be worth while considering her being taken over by the Salvation Army and put in a school.

The Sergeant replied that he did not think the mother would let her go, and added that the Salvation Army only accept orphans.

OPIUM HAUL ON A SHIP.

Detective-Sergeant W. G. Humphreys, at the Kowloon Magistracy this morning, applied for the confiscation of 1,700 taels of non-Government prepared opium, which he found last night during a search on the s.s. Hin Sang anchored off Shek-heut's Island.

The contraband was hidden under the starboard coal bunker. His Worship granted the application.

The haul was valued at over \$20,000.

TURBULENT STUDENTS.

Paris, Yesterday.

As a sequel to their turbulent demonstration, the Association of Indo-China Students in France has been dissolved by the Courts.

Reuter.

sets against Miss Lyle, winning 6-3, 6-4.
Helen Jacobs, the American "star," easily defeated Miss Mellows 6-3, 6-1. Miss Dix defeated Miss Palfrey 3-6, 6-4, 6-2.
In the third round, Mrs. Wills-Moody defeated Miss Goldsworthy 6-1, 6-2.
In the ladies' doubles, the

HISTORIC FESTIVAL IN ICELAND.

Delegates from All Over the World.

ALTHING MILLENNARY

Reykjavik, Yesterday.

Thousands of foreigners, officials and tourists from all over the world mingled with farmers and fishermen of Iceland for the three days festival to celebrate the millenary of the Icelandic Althing, the oldest Parliament known.

A huge camp was sprung up on the Thingvellir Plateau, capable of



King of Denmark.

housing 30,000 people. The King of Denmark has arrived as King of Iceland. This will be the first time that Icelandic subjects will see and hear him. Great Britain sent delegations from both Houses of Parliament aboard the battleship Rodney, and two of the largest flying boats of Britain have flown out from Portland.

There will be a divine service in the open air to-day, and a procession to the old assize of Stone, where meetings of the Althing have been held for 900 years.

On Friday the Althing may decide to enter the League of Nations.

There will be exhibitions on Saturday, including, as of yore, wrestling and national dances, which will conclude the festival.

Reuter.

FAIR TO SHOWERY.

To-day's report from the Royal Observatory states:—Depressions are central over N. China to the S.E. of Tourane and to the east of the Visayas.

Forecast:—E. winds, moderate; fair to showery.

Rainfall.
Rainfall to 10 a.m. to-day 0.20 inch. Rainfall since January 1, 31.11 inches against an average of 36.83 inches.

Temperature and Humidity.
The temperature and humidity at certain specified centres this morning at 6 o'clock were:—

	Temp.	Humid.
Hong Kong	80	91
Macao	81	89
Pratas Island	83	83
Manila	77	94
Foochow	84	87
Amoy		
Swatow	80	96
Chefoo	65	78
Shanghai	78	100

GULF STREAM FOILS EXPERIMENT.

Failure of Attempt to Generate Electricity.

\$250,000 WASTED.

Havana, Yesterday.

An attempt to bring the Gulf Stream into a professor's laboratory near Matanzas, where turbines would have generated electricity, has failed owing to a giant tube of corrugated steel, 2,000 yards long, collapsing, and being completely destroyed when it sunk into the sea near Matanzas. The idea, as elaborated by a French scientist, Georges Claude, was to utilise the difference between the temperature of the Gulf Stream and the cold waters beneath, and thereby produce electricity. The experiment cost \$250,000, including insurance of a

ATLANTIC FLIGHT

AIRMEN'S TRIUMPH OVER ELEMENTS.

THICK FOG.

RADIO AND COMPASS GIVE TROUBLE.

Harbour Grace, Yesterday.

The delay between the time of the arrival of the Southern Cross over the aerodrome (about 6 a.m. local time) and the actual landing half an hour later, was due to the fact that a thick fog almost blinded the aviators. They circled and re-circled over the aerodrome before they put down the nose and risked a landing, which was successful.

The quartette were very fit but greatly hampered by fog on the Newfoundland coast in the small hours. Then they had trouble with the compass and also the wireless receiving gear. The wireless station at Cape Race was unable to give the Southern Cross Smith's last more time in circling south-east of Newfoundland before establishing his position.

The wireless is now functioning but the petrol supply is running dangerously low.

On landing Smith declared: "But for the wonderful wireless we should never have escaped from the fog." The machine is now refuelling, after which it is proposed to continue immediately to New York.—Reuter's American Service.

Airmen Nearly Blinded.

Rugby, Yesterday.
Major Kingsford Smith, the famous Australian aviator, who with his three companions in aeroplane "Southern Cross" landed at Harbour Grace, Newfoundland, this morning, after crossing the Atlantic in 30½ hours, flies on to New York to-morrow.

It is now revealed what difficulties the airmen encountered. For over five hours they had been circling in fog off Newfoundland. At times it was so severe that the airmen were nearly blinded. They were unable to obtain accurate bearings of their position, owing to trouble with the compass, and had to fly more or less at random. Eventually they located their position by wireless.

"But for the wonderful wireless apparatus we should never have got out of the fog," said Capt. Kingsford Smith when he landed. It had been estimated that the petrol supply would be sufficient for 38 hours' flying, but head winds had caused a greater consumption of fuel. Consequently, when he was further delayed by fog Capt. Kingsford Smith had to abandon the idea of reaching the main coast, where he had proposed to refuel in order to go on to New York, and landed at Harbour Grace.

The Southern Cross is only the second plane to fly the Atlantic from East to West. The first was the plane of Captain Kohl, Major Fitz Maurice, and Baron von Hunefeld, which flew from Dublin to Labrador in April, 1923.

The Air Ministry announces that Lord Thomson, Secretary for Air, has sent the following message to Capt. Kingsford Smith: "On behalf of the Air Council, I warmly congratulate you and your comrades in the Southern Cross on your splendid Atlantic flight."—British Wireless Service.

Earlier News.
Newfoundland, Yesterday.

The "Southern Cross" landed at 10.58, London time, after flying thirty and a half hours. Wireless reports indicated that compass trouble was responsible for the "Southern Cross" landing in Newfoundland. Instead of proceeding to New York.

Ottawa, Yesterday.
Between 8 o'clock and 4.30 a.m. Greenwich mean time, the "Southern Cross" was apparently within 150 miles of Cape Race, trying to get her bearings.
The Department of Marine wireless to her indicating that her long wave transmitter was out of order, and that her signals were not intelligible.

CHINESE ACTOR AND HIS CONTRACTS.

In the Limelight in Summary Court.

A MAZE OF FINANCE.

The intricate maze of Chinese theatrical finance, which, with local variations, appears to be strangely akin to that of other lands, was explored this morning in the Summary Court, when Ma Tau-nam sued Sit Kok-sin, an actor of the Kowloon Theatre, for \$1,000, money lent in January, 1928.

Mr. C. S. Hugh-Jones, who appeared for plaintiff, said that the case was simply an action for money lent. Defendant admitted making the loan. His defence would be that it had been repaid by a settlement between the parties. Under the circumstances, counsel thought that the onus rested on the defence.

Respectable Salary.
His Lordship concurred, and Mr. F. E. Nash proceeded to outline the case for defendant. He stated that in the Chinese year Ting Man defendant was under contract with the Hip Wah Company at a salary of \$40,000 a year. After six months of this contract the business was taken over by the Wo Ping firm, of which claimant was the proprietor.

It had been agreed that the Hip Wah firm should advance defendant \$1,000 at Chinese New Year, so that when the Wo Ping took over the loan was made, defendant signing a note (produced) for the amount. This was in January, 1928.

Another Transfer.

At the end of the year defendant's salary was increased to \$45,000 a year, and a new contract made, or agreed upon. It had only run six months when the business was transferred to another company, the Tai Tung. A settlement was then arrived at, by which the sum of \$11,578.74 was admitted as being due to Wo Ping, and there was a mutual release between the parties, defendant transferring the whole of his financial dealings to the new company.

Defendant was satisfied that everything was in order, and a few months later approached plaintiff for the return of any notes or papers he held on his account. Plaintiff gave him a receipt (produced) that everything was in order, and that all notes and papers were null and void.

Mr. Hugh-Jones interposed to state that this document was admitted.

Mr. Nash continued that the note for \$1,000 was the only document between the parties. He claimed that it was included in the settlement. If plaintiff could prove that it had not been included in the deductions made from defendant's salary, his client would be prepared to pay.

Complicated Finance.

Defendant gave evidence bearing out the statement. He claimed that there had been a complete settlement, and that Tai Tung took over the whole account. His debt, therefore, of \$11,000 odd (Continued at foot of next column.)

In an aircraft flying through an Atlantic night, is given in the messages picked up from the "Southern Cross":
"It is now very dark. Almost blinded by the motors ringed with flames."
"Feathery, reddish pink lines from the exhausts, very uncanny, and a shroud of blue haze round the starboard motor."
A human note is struck by—"It is a Dickens of a struggle to keep awake. The drone of the motors makes me tired."

"Inside the cabin is a cheerful glow. The radio tube looks cozy. To complete the effect I think I'll wrap myself around another sandwich."
The latest signal says—"A hundred miles from Cape Race, and the big stuff doesn't answer."
Forced Landing Feared.
Later.
A wireless message has been intercepted from Capt. Kingsford Smith saying he is afraid the "Southern Cross" may be obliged to

BRITAIN'S NAVY.

NEW VESSELS TO REPLACE OBSOLETE WARSHIPS.

TO COST £9,000,000.

London, Yesterday.
In the House of Commons at question time, Mr. A. V. Alexander, First Lord, announced that the Government's naval construction programme comprised three six-inch gun cruisers; one flotilla consisting of a leader and eight destroyers; three submarines, and four sloops. All would replace obsolete warships and enable the Navy to carry out the normal peace programme.

In reply to a supplementary question he stated that the total cost, spread over three years, would be about £9,000,000.—Reuter.

Another Report.

Rugby, Yesterday.
Mr. A. V. Alexander, First Lord of the Admiralty, announced in the House of Commons the Government's naval construction programme for 1930 as follows:—

Three cruisers all of the six-inch gun type; one flotilla of destroyers, comprising one leader and eight destroyers; three submarines, four sloops and one mine layer and a target towing vessel. A supplementary estimate, said Mr. Alexander, would be introduced for the small sum required to be spent in this financial year on these vessels.

These ships were required to replace others which would have passed the age limit to enable the Royal Navy to carry out its current duties in time of peace. The programme had no relation to those of the other Powers.—British Wireless Service.

was to that company. The Wo Ping Company had deducted what was due to them against his salary, and this balance was the result. Tai Tung then took over the whole management of his financial affairs.

A Familiar Story.

Mr. Hugh-Jones, cross-examined, asked if actors were not as a rule perpetually obtaining advances from their companies.

Witness: Some of them.
Mr. Hugh-Jones then went into the accounts of defendant when the Wo Ping carried over for the first six months after taking over under the Hip Wah contract. Witness admitted that he owed the latter company \$4,000, and that he also owed Chan Wai-kei over \$13,000.

Mr. Hugh-Jones: That amount was paid by Wo Ping?—I don't know. They may say they paid it.

But you admit liability?—Yes. Witness added that he had himself arranged to pay Chan Wai-kei a sum of \$15,000 out of his salary. During this period his debts were paid, and he also borrowed cash from time to time.

Lapse of Memory.

Dealing with the new \$45,000 contract, counsel asked if an accounting was made at that time.

Witness said that was so. Counsel then asked if witness had received any cash or advances subsequent to this agreement, before Tai Tung took over.

Witness said that he did not remember.

Counsel: I put it to you that you borrowed sums of over \$11,000 in this month.

Witness: I don't remember it. Let them tell me all about it.
Further questioned, witness admitted sums of over \$22,000 being paid on his account in this time period. He still claimed, however, that the settlement arrived at did not include the \$1,000 in dispute.
Mr. Hugh-Jones went on to explain that money borrowed by actors is by custom advanced at the interest rate of one per cent per Chinese month. He proposed to go into detailed figures as

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COMMERCE
AND
FINANCE

TIN REGULATION.

ON BASIS OF 20 PER CENT. OF
1929 OUTPUT.

PRODUCTION TO BE LESS.

London, Yesterday.

The Executive Committee of the

Tin Producers' Association has re-

solved to recommend a uniform re-

gulation of output to become effective

as from June 1, the Basis of

regulation being 20 per cent. of the

1929 output, to be carried through on

a quarterly quota. The actual

production of all members of the

Association as well as the Billiton

Company and Bolivian producers

are being published at regular in-

tervals. The Executive Committee

also recommended that all produc-

tion should be suspended for two

out of the next three months.—

Reuters.

PRICE OF CLOTH.

OWNERS SCHEME TO PREVENT
PROFITEERING.

Bombay, Yesterday.

The All India Congress of

Ahmedabad will owners reached an

agreement in regard to the fixing

of the price of cloth to prevent pro-

fiteering, compared with the March

rates. Mill owners also agree not

to produce cloth which can compete

with homespun.—Reuters.

Wealth Untapped.

MINERAL RESOURCES OF
DUTCH INDIES.

That the Netherlands East

Indies, already renowned all over

the world for their wealth of

tropical produce, such as sugar,

rubber, coffee, tea, copra, spices,

etc., and in a minor way for tin

and oil, may some day become

equally well known as a distribu-

tor of its mineral resources is

the conclusion one draws from an

article by Mr. C. G. S. Sandberg,

D.Sc., an eminent Dutch geologist,

in a recent number of the Asia-

tic Review.

Mr. Sandberg, who gained his

first practical experience of gold-

mining and gold deposits in the

Transvaal, was commissioned in

1909 to examine and report on a

gold occurrence in Sumatra. Sub-

sequently he joined the Govern-

ment service of the Netherlands

East Indies in a semi-detached

capacity and explored and report-

ed upon the geology of parts of

Sumatra, Java, the Little Sunda

Islands and Celebes.

Geologically speaking, he de-

scribes the Archipelago of recent

origin, with volcanic action still

very strong. Curiously enough,

he says, alluvial gold deposits of

any importance have rarely been

located as yet, and such occur-

rences as are known have not yet

been exploited by methods other

than native ones. As for copper,

lead and zinc ores, they are found

in Sumatra and Java, the occur-

rences on the island of Timor be-

ing still a subject requiring closer

study, while as to iron-ore de-

posits, they are often of colossal

dimensions.

Great Possibilities.

The fact, says Mr. Sandberg,

is little or not known that the

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but

our readers are warned to look out for occasional phonetic

spellings, such as harbor, plow, and altho.)

HORIZONTAL

1-Appropriate.

7-Valor.

14-Profile.

15-Mien.

16-Revolt.

17-Recipient of a gift.

18-Dead smile.

19-Dislike.

20-Dispatch.

21-Pounds, shillings,

pence (abbr.).

22-The crow of a bird.

23-Infant food.

24-Brazilian coin.

25-East Indies (abbr.).

27-Statute.

28-Steel abrading in-

strument.

30-Point of compass

(abbr.).

31-Widow's portion.

32-Regrets.

33-Woolly substance

on cloth.

34-Scraped with the

foot, as a horse.

37-Deliver.

38-Ratons garments.

39-Foundation.

44-Prefixed form of

"ax."

46-Valuer.

47-Dumplings.

48-Southern State

(abbr.).

The solution of the above cross-word puzzle will appear in

the morning edition along with a new cross-word puzzle.

JAPAN'S EXPORTS
OF FLOUR.BIG DROP IN TRADE WITH CHINA
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TO LET.—No. 3 & 4, Dragon Terrace, Causeway Bay, 1st, 2nd and 3rd floors. Each flat has three bedrooms, dining room, servants' quarters, kitchen, bath room, and water closets. Suitable for Europeans. Apply Clark & Lu, 10, Des Voeux Road C.

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WESTOVER—STEVENAGE. Within an hour from London. In healthy neighbourhood. **SCHOOL FOR GIRLS** and **SMALL BOYS**. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

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Camb. Teachers' Diploma).
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(National Froebel Higher
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also
Clays Fertilizer at \$1.50 per tin
Ichthemic Guano at \$1.25 per tin
Slug Slayer at \$1.25 per tin

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The Hotel where personal service makes your stay enjoyable.

RATES MODERATE.

GOVERNMENT NOTICES

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on **MONDAY**, the 30th day of June, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 21 years less three days.

PARTICULARS OF THE LOT.

No. of Lots.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rental.	Upset Price.
1	Shamshui	ft. ft. ft. ft.	About 4,415	50	5,000
As per sale plan.					

SPORT NOTICES

HONG KONG FOOTBALL ASSOCIATION.

THE ANNUAL GENERAL MEETING of the above Association will be held in the Offices, 4th floor, French Bank Buildings, at 5.30 p.m. on **MONDAY, June 30th.**

W. E. HOLLANDS,
Hon. Secretary
Hong Kong, 23rd June, 1930.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON
MONDAY, June 30, 1930,
commencing at 10.30 a.m.,
at No. 2, Torres Building,
Kimberley Road.

A Quantity of
HOUSEHOLD FURNITURE.
On View from Saturday, June 28, 1930.

Terms.—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hong Kong, June 25, 1930.

WOMAN SHOT.

**SPECTACULAR HUNT FOR
PATROLMAN.**

REPORTS AT STATION.

Manila, June 19.
A spectacular hunt for Patrolman Leoncio Malapira, of the Luneta police station, organised shortly before midnight last night by residents of Pandacan in co-operation with reserves of the police station for the alleged shooting of a woman who was sleeping in her house with her three children, ended late last night with his arrest.

Patrolman Malapira was placed under arrest when he reported at Luneta for reserve duty. When questioned by Sergeant Evelyn Laird regarding the shooting Patrolman Malapira denied any knowledge of it but later check-up revealed grounds for suspicion and he was placed under arrest by the desk sergeant.

Patrolman Malapira was later taken by John Nevins, chief of secret service, to the Philippine General Hospital where the woman identified him as her attacker. He was taken back to the Luneta where he was relieved of his badge and pistol and where he awaits charges of attempted murder.

Mr. Estanislawa Gaerlan, 30, wife of Sixto Gaerlan, former patrolman in the Manila police department and residing at 348 Labores Extension, Pandacan, was rushed to the Philippine General Hospital with a bullet wound in her shoulder. She is in serious condition.

She regained consciousness at the hospital at press time early this morning after a .32 calibre bullet had been extracted. In incoherent sentences she was able to tell police investigators how the shooting took place.

The district was startled by a revolver shot at about 11.10 last night. The shooting was followed by the screams of a woman. A police officer in full uniform was seen by neighbours to jump from a window of Mrs. Gaerlan's house and vanish into the darkness, according to the story told to police.

Fearing the patrolman was going to shoot his pursuers, the neighbours immediately put a call in to the secret service and the Luneta police station which responded with reserves. A police cordon was thrown around Pandacan, all exits to the district being guarded.

Mrs. Gaerlan, according to police investigation, was sleeping in her house with her three children. Alina, 13 years old and the eldest, told the police she was awakened by the shot but did not see who shot her mother, whom she found lying in a pool of blood in the kitchen of the house.

Patrolman Malapira, of the second platoon of the Luneta police station, was on duty in Pandacan from 8 to 11 p.m. yesterday. Another patrolman who was to relieve him from duty in the district was on his way to Pandacan when the shooting took place.—Manila Bulletin.

The acceptance of an offer made to endow a Professorship of International Relations at Oxford was moved in Convocation by Mr. H. A. L. Fisher.

NATIONALITY BAR.

**AMERICAN BOY ADOPTED BY
CHINESE.**

A PECULIAR CASE.

Shanghai, June 14.
The first legal move of Mr. Ing Sal-wah, former restaurant keeper of New York, to secure custody of the white boy Kenneth, who was taken from him by the local American authorities on his return from America, was a petition filed yesterday in the U.S. Court for China by Mr. Ing's counsel, Mr. H. D. Rodger against Mr. Thurston R. Porter, the U.S. Marshal.

The petition, which asks for Mr. Porter to restore the boy to liberty and bring him before the court by 10 a.m. on June 16, reads: "A petition of Ing Sal-wah on behalf of Kenneth Wah, a minor.

1.—The petitioner is a Chinese citizen and Kenneth Wah is an American citizen and Ing Sal-wah's lawfully adopted son.

2.—That the said Kenneth Wah is detained ... restrained of this personal liberty by the respondent at 11 Whangpoo Road.

3.—That Kenneth Wah is not committed ... by virtue of any process ... issued by any court or judge of the United States, in a case where such court or judge has exclusive jurisdiction, nor by virtue of a final judgment or decree of any competent court of civil or criminal jurisdiction, or of any execution issued upon such judgment or decree, nor for any treason, felony or other crime committed in any other State or territory of the United States, for which the said Kenneth Wah ought by the constitution and laws of the United States to be delivered up to the executive power of such State or territory.

Nationality Only Bar.

4.—That the true cause or pretence of such confinement, detention ... according to the best knowledge and belief of your petitioner, is that your petitioner is a Chinese citizen and his adopted son Kenneth Wah is an American citizen having been born in America and the State Department of the United States of America have given cable instructions that said Kenneth Wah should be detained.

5.—That the said imprisonment, detention etc. are illegal, and that the illegality thereof consists in this, to wit: That said Kenneth Wah has been deprived of his personal liberty and has been taken from his adopted father, against his will, and that Kenneth Wah has not been confined or restrained, and is not detained by virtue of any mandate issued by any court of the United States or any judge thereof, in a case where such courts or judges have conclusive jurisdiction under the laws of the United States, or have acquired exclusive jurisdiction by the commencement of legal proceedings in such a court; and that the said Kenneth Wah has not been committed by virtue of the final judgment or decree of a competent tribunal of civil or criminal jurisdiction, or the final order of such a tribunal made in a special proceeding instituted for any case or by virtue of any execution or other process issued upon such judgment.

6.—That no application for a writ of Habeas Corpus for the relief herein sought has been before made to or refused by any court or judge.

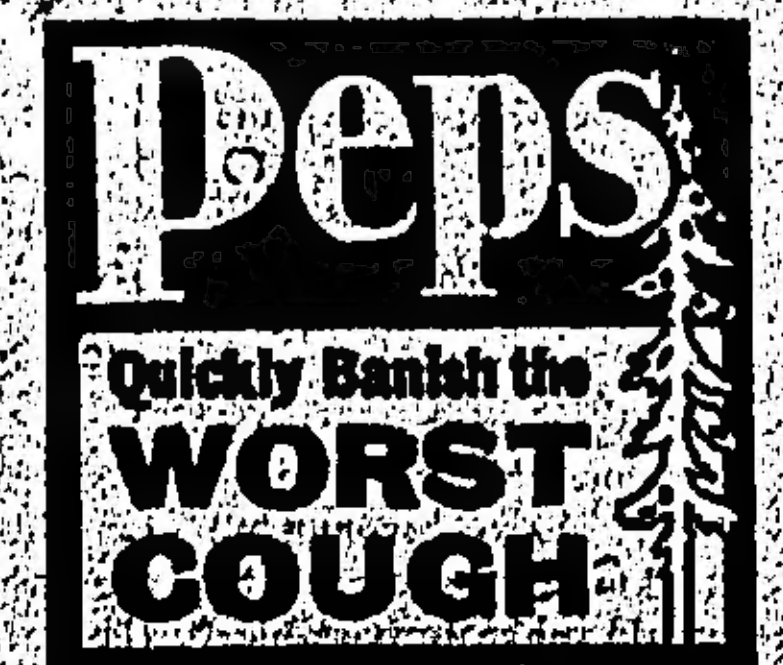
7.—That the legality of the imprisonment aforesaid of the said Kenneth Wah has not already been adjudged upon on prior proceedings, to the best knowledge and belief of your petitioner.

STANDARD TIMES

**Sunrise And Sunset In
Colony**

Sunrise and Sunset in Hong Kong for June (Standard time of the 120th Meridian, East of Greenwich) are as follows:—

June	Sunrise	Sunset
26	5.40	7.11
27	5.41	7.11
28	5.41	7.11
29	5.41	7.11
30	5.41	7.11



THE KOWLOON MOTOR BUS COMPANY, LIMITED.

NOTICE.

ALTERATIONS OF FARES.

ON and From 1st JULY, 1930, and until Further Notice, the undermentioned SCALE OF FARES will be in operation.

1st Class.—10 Cents for First Two Sections or Part thereof and 5 Cents for Each Subsequent Section or Part thereof.
2nd Class.—5 Cents for Two Sections or Part of Two Sections.

SECTIONS:—

Route No. 2—Star Ferry
Pakhoi Street
Argyle Street
Yen Chow Street
Wong Uk Village
Lai Chi Kok Terminus

Route No. 8—Star Ferry
Pakhoi Street
Argyle Street
Waterloo Road
Kowloon Tong Terminus

Route No. 6—Star Ferry
Pakhoi Street
Argyle Street
Waterloo Road
Kowloon City Terminus

Route No. 10—Star Ferry
Pakhoi Street
Argyle Street
Waterloo Road
Kowloon City
Ngau Shi Wan Terminus

Star Ferry	Pakhoi St.	Argyle St.	Waterloo Rd.	K'loon City.	Ngau Shi Wan	Yen Chow St.	Wong Uk Vill.	Lai Chi Kok.
1st 2nd	1st 2nd	1st 2nd	1st 2nd	1st 2nd	1st 2nd	1st 2nd	1st 2nd	1st 2nd
10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.
10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.
15c. 10c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.
20c. 10c.	15c. 10c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.
20c. 10c.	15c. 10c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.
25c. 15c.	20c. 10c.	15c. 10c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.
15c. 10c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.
20c. 10c.	15c. 10c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.
25c. 15c.	20c. 10c.	15c. 10c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.	10c. 5c.

British Service Men (in Uniform) and Children under 12 Years of Age will be carried 1st Class at 2nd Class Rates. Full Fare will be charged when travelling in the 2nd Class.

MONTHLY TICKETS will be increased as under:—

Adults to \$7.00. Students to \$3.00.

S. T. LOUEY,
Manager.

Hong Kong, 23rd June, 1930.

**NOW
ON
SALE.**



"**MASITAR**, one missee have ling you up when you go out, me no sauvée what name but me catchee number." He produces a dirty piece of paper on which is written 24641. Mr. Tupman was in an embarrassing position—he knew so many ladies. He was not the man to spend hours perusing the Telephone Directory, so he spent an uneventful evening waiting for the second call. That was enough for him, he went out the next day and purchased the **TELEPHONE HANDBOOK**. Now he is able to tell in a few seconds who rang him up.

Contentment shows on the face of Mr. Tupman after his purchase of the Handbook. His note book is the result of a survey of this book. He is genuinely satisfied, and does not regret buying this book of reference.

THE

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NUMERICAL ORDER.

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NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Europe
M.V. "HILDA"	July 1	July 1
M.V. "MONTE PIANA"	July 24	July 24
M.V. "COL DI LANA"	June 29	Aug. 8
M.V. "MONCALIERI"	July 17	Aug. 24

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Thursday, 3rd July.
ASAMA MARU	Thursday, 3rd July.
TAIYO MARU	Sunday, 13th July.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	Friday, 4th July at midnight.
SIBERIA MARU	Wednesday, 16th July.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Saturday, 28th June at 7 a.m.
HAKOZAKI MARU	Saturday, 12th July.
TERUKUNI MARU	Tuesday, 22nd July.
SYDNEY & MELBOURNE via Manila & Port.	Tuesday, 19th August.
AKI MARU	Tuesday, 19th August.
KITANO MARU	Tuesday, 19th August.
HIMBAY via Singapore, Penang, & Colombo.	Friday, 27th June.
TOTTORI MARU	Friday, 11th July.
SHIDZUKA MARU	Friday, 11th July.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico, & Panama.	Friday, 29th June.
BOKUYO MARU	Friday, 29th June.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Port.	Tuesday, 1st July.
KAMAKURA MARU	Tuesday, 1st July.
NEW YORK, BOSTON via Panama.	Tuesday, 8th July.
TOYAMA MARU	Tuesday, 8th July.
LIVERPOOL via Port Said, Suez, Constantinople, Genoa.	Sunday, 20th July.
CALCUTTA via Singapore, Penang & Rangoon.	Sunday, 20th July.
TOKUSHIMA MARU	Monday, 30th June.
MURORAN MARU	Thursday, 7th July.
SHANGHAI, KOBE & YOKOHAMA.	Tuesday, 1st July.
TAMBA MARU	Tuesday, 1st July.
CEYLON MARU (Mojil direct)	Wednesday, 2nd July.
KAMO MARU	Tuesday, 8th July.

For further information apply to:—NIPPON YUSEN KAISHA

Telephone 30291.

(Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.	Saturday, 12th July.
ALTAI MARU	Saturday, 12th July.
DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	Friday, 18th July.
MONTEVIDEO MARU	Friday, 18th July.
HUMBAY—Via Singapore & Colombo.	Friday, 4th July.
BURMA MARU	Saturday, 19th July.
BORNEO MARU	Saturday, 19th July.
DURBAN, LOURENCO MARQUES, BEIRA, DAKE-SALAM, ZANZI- BAR & MOMBASA—Via Singapore & Colombo.	Monday, 7th July.
PANAMA MARU	Monday, 7th July.
CALCUTTA—Via Singapore, Penang & Rangoon.	Wednesday, 2nd July.
MADRAS MARU	Friday, 18th July.
SEATTLE MARU	Friday, 18th July.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.	Friday, 1st July.
AFRICA MARU	Friday, 1st July.
MELBOURNE—Via Manila, Brisbane & Sydney.	Sunday, 6th July.
BRISBANE MARU	Sunday, 6th July.
HAIPHONG—Via Hobeow & Pakhoi.	Thursday, 20th July.
MENADO MARU	Thursday, 20th July.
NEW YORK—Via Japan ports & Panama.	Sunday, 29th June.
KINAI MARU	Sunday, 29th June.
JAPAN PORTS.	Wednesday, 9th July.
HIMALAYA MARU	Wednesday, 9th July.
TEMPEL MARU	Saturday, 5th July.
CHILUNG—Via Swatow & Amoy.	Saturday, 5th July.
TAKAO—Via Swatow & Amoy.	Saturday, 5th July.
KAKAO & KEELUNG	Saturday, 5th July.
SOURABAYA MARU	Friday, 11th July.

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SHIPPING SECTION.

SHIPPING LOSSES.

R.M.S.P. UNABLE TO PAY DIVIDENDS.

WHITE STAR AS WELL.

London, Yesterday.
The Royal Mail Steam Packet
group has sprung another surprise
in the City. The Company itself
announces that it will pay no
preference dividends on July 1.
The subsidiary company, the
White Star Line, also has not
earned sufficient to meet prefer-
ence dividends on July 1. The
Royal Mail, consequently, is liable
under guarantee.—Reuter.

NAVAL ENCOUNTER.

FRENCH SAILORS RESIST IRISH COURT ORDER.

London, May 28.
An exciting naval encounter
between Irish Free State patrol
men and French sailors occurred
in Dunmore harbour, near Water-
ford.

It was started by the Irish
patrol boat Muirchu proceeding
to strip three French trawlers of
their fishing gear and lobster
pots, in execution of the order of
the Court confiscating them
owing to the skippers not paying
the fines imposed on them for il-
legal trawling in Free State
waters.

The Frenchmen were overcome
with anger, and as a seaman
from the Muirchu was conveying
the last lot of lobster pots to the
shore a motor launch from a
French boat charged him. The
seamen leaped to safety and the
Frenchmen triumphantly recovered
their pots.

The captain of the Muirchu then
blockaded the exit of the bay,
whereupon the Frenchmen un-
successfully tried to force a pas-
sage.

The situation looked serious, so
the Civic Guards, summoned from
Waterford, sped to Dunmore by
motor car, boarded the French
trawlers and recaptured the pots
and fishing gear, in spite of vi-
olent resistance.

The trouble ended with the cap-
tain of the patrol boat ordering
the trawlers to depart.

SHIPS' LIBRARIES.

SEAMEN AND INTERNATIONAL AMITY.

The anniversary meeting of the
British Sailors' Society was held
at the Mansion House, London.
The Lord Mayor (Sir William
Waterlow) presided.

The Lord Mayor said that the
present depression was bad for
all shipping and seafaring inter-
ests, and that added to the an-
xieties of the society by increas-
ed calls on its resources and by
the extra difficulty in raising
funds. They should see to it
that wherever the British sailor
went provision was made for his
spiritual and social needs. He
commended the society's work in
issuing ocean libraries, and said
that there had been an enormous
advance in the arrangements
made for exchanging the libraries.
The seamen could now get select-
ed books of the best types, many
of them chosen by the men them-
selves. At this time, when
nations were drawing together in
friendship and with a desire to
avoid conflict, merchant seamen
perhaps more than other classes
of workers had the opportunity
of developing the impulse to in-
ternational amity, as they were the
most frequent visitors as between
ourselves and other countries.

Mr. H. E. Barker presented the
general secretary's report, in
which it was stated that the fund
for the extension of the Empire
Memorial Hostel in London now
stood at £28,000 and £7,000 re-
mained to be collected. It was
hoped to begin building next
spring.

Sir Ernest Glover, hon. treasur-
er, said the society would be glad
to open sailors' rests in every
port frequented by British ships
if the money were forthcoming.

The Bishop of Bradford moved
a resolution expressing gratitude
for the services rendered to the
Empire by our sailors and approv-
ing of the manifold activities of
the society. He said that Brad-
ford was suffering from tremen-
dous depression, but in the days
of her past prosperity she was

IS IT THE WARATAH?

INTERESTING REPORT BY AIRMEN.

MYSTERY RECALLED.

"Two miles off Peddie, near the
South African port of East London,
a great ledge of rock runs out
under the sea and on it lies a wreck-
ed ship."

"It is plainly visible on calm
days when the sunlight strikes the
water at a certain angle."

These statements, which are ap-
parently the clue to the existence
of a lost ship, have been made by
air pilots and may at last solve the
mystery of the vanished steamer
"Waratah," whose disappearance is
one of the strangest riddles of the
sea.

The "Waratah," a steamer of
10,000 tons, was on a voyage from
Sydney to London with 400 passen-
gers and crew.

She left Durban on July 26, 1909,
for Cape Town, and on the follow-
ing day, was in company with the
steamer Clan Macintyre.

But she never reached Cape
Town, and from that day to this no
trace of her has been found.

British warships searched for
her, and the steamer Sabine made
an extended cruise for many weeks,
but without results.

Many stories of floating bodies
and wreckage seen by crews of ships
off East London were current for
months, and, in December 1911, a
lifeboat with the name Waratah on
it was washed up on the west coast
of New Zealand.

Many people, advanced strange
reasons for her disappearance,
which was even said to be due to
some supernatural agency, but it is
generally thought that she capsized
during a violent storm.

The disappearance of the Waratah
had far-reaching effects, causing
endless litigation in the courts over
claims for compensations and the
presumption of the deaths of all on
board.

FUSION RATIFIED.

HAMBURG-AMERICA AND N.D.L.

General meetings of the Hamburg-
America line and of the North Ger-
man Lloyd on April 15 ratified the
fusion of the two companies.

The agreement recently concluded
between the two companies pro-
vides for the pooling for fifty years
of their interests, without, however,
interfering with the independence
of either of them. The purpose of
the merger is to reduce general
costs to a minimum, to eliminate
competition, and to strengthen to
the utmost the capabilities of Ger-
man shipping in international com-
petition.

The combine also includes the
Woermann, the German East
African line and the Hamburg-
South America Companies. The
total share of all the companies is
409,000,000 marks (£20,450,000),
and the total tonnage 2,690,000.

LONDON'S MILLION TONS.

During the week ended April 25,
923 vessels representing 1,000,944
net register tons, arrived at and
departed from the Port of London.
Of these 574 vessels (587,900 net
register tons) were from and to
foreign ports and 349 vessels
(413,044 net register tons) were
engaged in the coastwise traffic.

Ten vessels arrived during the
week with meat cargoes. Seven
were from Australia, the Nestor,
Argyllshire, Barrabool, Rotorua,
Cumberland, Arford and Tekoa, and
three from South America, the
Highland Monarch, Niagara and
Empire Star.

Together they brought approxi-
mately 347,700 carcasses of lamb
and mutton, 100,000 quarters of
beef, quantities of frozen pork and
rabbits, and 29,000 packages of
sundries.

the wool of the Yorkshire dales,
strangely enough, went to Ameri-
ca to be made into carpets. He
doubted whether they realised the
enormous difference in the
grades of people who composed
the quarter of a million men em-
ployed in the Merchant Marine.
They were engaged in carrying
four-fifths of our food and most
of our raw material and it was
of enormous importance that they
should have proper places for
rest and recreation when they
came to port.

The Rev. Dr. John Steele said
they were promoting an inter-
national understanding of the sea which
would make impossible in the future
those things which occurred dur-

STEAMBOAT CO.'S FARMING SYSTEM.

Victory for Sir Robert Ho Tung.

POLL RESULTS.

Sir Robert Ho Tung, it will be
remembered, strongly opposed the
policy of the Hong Kong, Canton,
and Macao Steamboat Company,
Limited, in farming out the Chin-
ese freight and passenger business
to the same farmer, Mr. Woo Hay-
tung, at the meeting of the Company
which was held on March 4. Many
heated discussions occurred, and
Sir Robert Ho Tung's motion that
the Company should abandon the
then present farmer was carried by
34 votes to 22.

Mr. C. Gordon Mackie, Chairman
of the Company, however, called for
a poll, and the results of the poll,
which was taken two days ago, are
as follows:—

According to Clause 79 of the
Articles of Association of the Com-
pany, "Upon a poll every member
present in person or by proxy shall
have one vote for each share held
by him up to ten and an additional
vote for each complete ten shares
beyond the first ten." Only share-
holders whose names were on the
register on March 4, 1930, and
whose shares have not been disposed
of are entitled to vote. The total
number of shares of the Company is
80,000 of which 3447 have been
disposed of:—

53,082 shares equal 6387 votes in
favour of Sir Robert Ho Tung's
Resolution.

8,945 shares equal 1319 votes
against Sir Robert Ho Tung's
Resolution.

13,026 shares equal 1809 votes
neutral.

Majority in favour of Sir Robert
Ho Tung's Resolution:—

44,137 shares equal 5068 votes.

Note.—Proxies for 1600 shares
were given in Sir Robert's favour
but invalidated due to irregularity.

ANOTHER ANTARCTIC CRUISE.

Sir Douglas Mawson states that
with the necessary funds in sight,
he is now organising a second
Antarctic cruise. He expects to
leave Hobart early in November.
Members of the Discovery's staff
will be available.

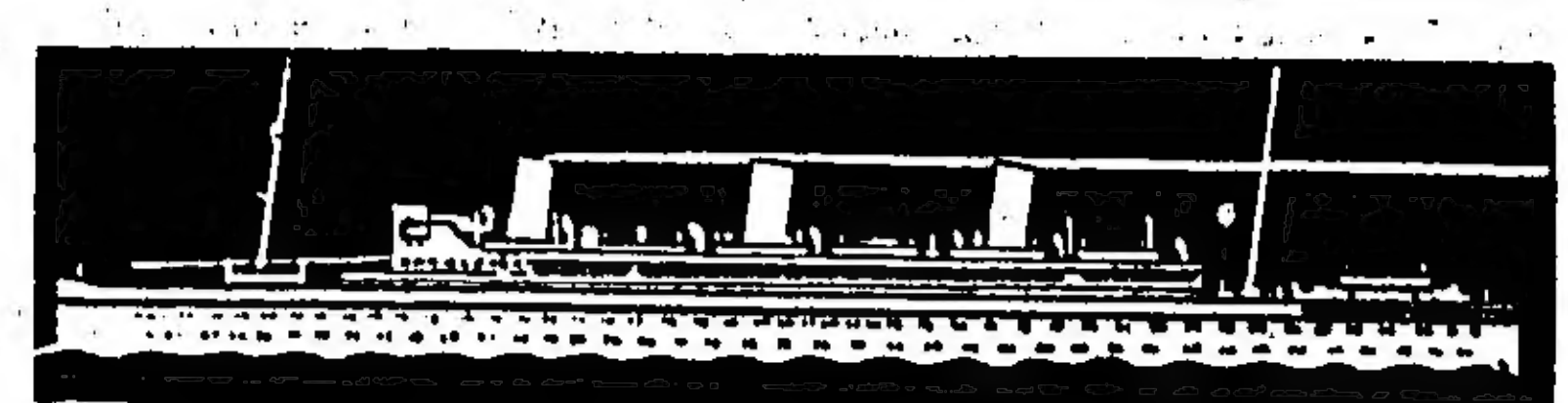
He intended to resume his scien-
tific survey of Antarctica and of an
expedition comprising 1,500 miles ly-
ing between the meridian 160 deg.
East and the point farthest east
reached on his last voyage.

A portion of this field came with-
in the scope of his expedition of
1911-14, and gaps on the charts
then made needed filling. On the
forthcoming voyage particular at-
tention would be paid to fishery
potentialities, including edible fish,
seals, and whales.

WARSHIPS IN PORT

The following British warships
were in harbour yesterday:—
Sepoy—North Arm.
Sterling—No. 8 buoy.
Tamar—Basin.

Foreign.
Adamastor—Portuguese Cruiser.
Hai Hung—Chinese gunboat.
Patria—Portuguese gunboat.



TEN THOUSAND MILES

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servants are obliging, efficient, and
thoughtful of your comfort; its
ships, trains and hotels are among
the world's best.

Follow the lead of experienced
travellers and go the Canadian
Pacific way.

Next Sailings to Pacific Coast

EMPRESS OF CANADA JULY 10th.
EMPRESS OF RUSSIA JULY 23rd.
EMPRESS OF JAPAN AUG. 7th.

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DEPARTURE HOURS:
Hong Kong 5.30 p.m. Wuchow 1.30 p.m.

S.S. "TAI HING"

(1,068 tons—Capt. Trotter)

SAT. 28th JULY. JUNE.

THURS. 3rd JULY. SUN. 20th

TUES. 8th JULY. FRI. 25th

MON. 14th JULY. WED. 30th

S.S. "TAI HING"

(640 tons—Capt. G. J. Spink)

MON. 30th JULY. JUNE.

SUN. 6th JULY. TUES. 22nd

FRI. 11th JULY. SUN. 27th

WED. 16th JULY. For information apply to

KWONG WING Co., Ltd.

87, Connaught Road West, Phone 20893.

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S.S. "CITY OF CORINTH" London, Rotterdam & Hamburg 9th July.

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S.S. "CITY OF BOMBAY" 10th July.

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M.V. "OAKBANK" 8th July.

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S.S. "TINHOW" 4th August.

Loading for Mauritius, Benin, Delagoa Bay, Durban, East London, Alagoa Bay (Port Elizabeth),
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Through Bills of Lading issued to Beira, Gufuaine, De Port Amella, Mozambique, Chinde,
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AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
*LAHORE	5,304	28th June	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KARMALA	9,128	5th July	Marseilles, London, Hull, Rotterdam & Antwerp.
MOREA	10,954	19th July	Bombay, Marseilles & London.
*JEYPORE	5,318	26th July	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KALYAN	9,144	2nd Aug.	Marseilles, London, Hull, Rotterdam & Antwerp.
RAJPUTANA	10,568	16th Aug.	Bombay, Marseilles & London.
KASHMIR	8,882	30th Aug.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
MANITUA	10,946	13th Sept.	Bombay, Marseilles & London.
KASHGAR	9,005	27th Sept.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.

* Cargo only.
Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALMA	10,000	28th June 3 p.m.	Singapore, Penang & Calcutta.
SHIRALA	7,841	3rd July	Singapore, Penang & Calcutta.
TAKLIWA	7,836	18th July	Singapore, Penang & Calcutta.
TILAWA	10,005	9th Aug.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*ST. ALBANS	4,500	4th July	Manila, Sandakan, Thursday Island,
NELLORE	6,853	3rd Aug.	Townsville, Brisbane, Sydney &
TANDA	9,956	5th Sept.	Melbourne.

* Omits Sandakan.

Regular monthly sailings from Hong Kong to Japan and Hong Kong
to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Kobe,
Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as in-
dications of the steamer.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KALYAN	9,144	4th July	Shanghai, Moji, Kobe & Yokohama.
NELLORE	6,853	8th July	Moji, Kobe, Osaka & Yokohama.
RAJPUTANA	10,568	18th July	Shanghai, Kobe & Yokohama.
TALAWA	10,005	19th July	Amoy, Moji, Kobe & Osaka.
TALAMBA	8,018	29th July	Amoy, Moji, Kobe & Osaka.
KASHMIR	8,882	31st Aug.	Shanghai, Moji, Kobe & Yokohama.
*BORDA	10,000	10th Aug.	Amoy, Moji, Kobe & Osaka.
MANTUA	10,946	15th Aug.	Shanghai, Moji, Kobe & Yokohama.
KASHGAR	9,005	29th Aug.	Shanghai, Moji, Kobe & Yokohama.
*BIRIMA	10,568	30th Aug.	Shanghai & Kobe.
MALWA	10,980	12th Sept.	Shanghai, Moji, Kobe & Yokohama.
KEYBER	10,114	26th Sept.	Shanghai, Moji, Kobe & Yokohama.
MOREA	10,954	10th Oct.	Shanghai, Moji, Kobe & Yokohama.
MACEDONIA	11,120	24th Oct.	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	10,619	7th Nov.	Shanghai, Kobe & Yokohama.
KALYAN	9,144	22nd Nov.	Shanghai, Moji, Kobe & Yokohama.
RANHI	10,650	5th Dec.	Shanghai, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carriage steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.
For further information, Passage, Freight, Handbooks, etc., apply to:—

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ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and
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Works Office: 44, Connaught Road Central, Hong Kong. Tel. 29459.
Shipyard: Sham Shui Po, Kowloon, Hong Kong. Tel. 87609.
Estimates furnished on application.

Hong Kong, April 11, 1930.

ECHO OF CURACAO
INCIDENT.

"Moral Condemnation"
of the Court.

Berlin, May 18.
"A juridical acquittal, but a
moral condemnation," is the de-
scription given by the Hamburg
Court to its own judgment on the
owners and master of the Ger-
man steamer Falke, by means of
which an unsuccessful attempt
was made to start a revolution
in Venezuela.

The vessel, it may be recalled,
was chartered to a Venezuelan
revolutionary, General Delgado,
and was stuffed with arms and
ammunition at Hamburg and
Gödingen.

Off the coast of Venezuela a
rebel detachment came on board,
and with it a landing was made
at Cumana. But the insurrec-
tionaries were speedily dispersed
by Government troops, and Del-
gado himself was killed. The
question before the Court was
whether the crew were "impressed
by guile" for "war service in
a foreign country."

The Court failed to find con-
vincing proof that, when the ves-
sel left Europe, the defendants
knew definitely that she was to
be employed for belligerent pur-
poses. Moreover, when the cases
of arms were placed on board at
Gödingen, the crew, according to
the judgment, must have realised
the dubious character of the voy-
age, and consequently could not
have been duped.

They were compelled, it is true,
to make the boats all clear at
Cumana, and some of them to go
on shore with the fighting force,
but by that time the actual au-
thority on board the steamer had
passed into the hands of the re-
volutionaries. A conviction was
therefore, impossible, but the de-
fendants had incurred grave moral
guilt by bringing the lives of
others into danger for the sake
of material gain.

In conclusion the court ex-
pressed some opinions on inter-
national traffic in arms. It de-
clared that such dealings were a
grave crime, and especially when
the deliveries were to be used
against a friendly State like
Venezuela.

"Dirty Piece of Jobbery."
These views are of special in-
terest in consequence of another
case begun here yesterday. A
couple of years ago a cargo of
ammunition was stopped by the
police at Kiel when on the point
of leaving for China. It was
stated in the Press at the time
that the German navy was im-
plicated in the shipment, which,
however, was declared by General
Groener in the Reichstag to be
"only a common, dirty piece of
jobbery."

After interminable delays those
so accused by the War Minister
were tried and all of them ac-
quitted. But the case, including
the details of the judgment, was
heard throughout in camera, and
those actually present are said
to have been kept silent by
threats of prosecution for treason.

In the present instance, one of
the defendants is applying for an
order to the Minister to revoke
his hard words. Yesterday's
hearing took place in curious and
suspicious circumstances. The
Press was informed that it was to
begin at eleven o'clock. But,
when the reporters arrived at
that hour, they found that the
court had actually assembled at
ten and decided to sit throughout
in camera.

By this manoeuvre the papers
were prevented from learning
even the general reason for the
closed hearing.

U BOAT EXPERIMENTS.

Professor Oswald Flamm, of the
Charlottenburg Polytechnic, in-
ventor of some of the apparatus used
in the German submarine warfare,
is at present working on a design
for a more powerful type of U boat.
The new model would not be
superior in tonnage to the sub-
marine now in European navies,
but it would attain a much higher

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'HUSH-HUSH' LUXURY
LINER.Guarded Statement by
Cunard Company.

THREE YEARS TO BUILD.

Another hush-hush statement was
made in mail week by the Cunard
Steamship Company concerning the
unofficial reports that the company
is planning to build a new
£6,000,000 wonder liner for the
Atlantic service.

"The Cunard Company announces
that they have received communica-
tions regarding the building of a
new ship for their express service
from Messrs. Swan, Hunter, and
Wigham Richardson, Ltd., Messrs.
Vickers-Armstrong, Ltd., and
Messrs. John Brown and Co., Ltd.,
and these are now the subject of
consideration by the company."

"In view of the number and im-
portance of the factors involved,
both within and without the com-
pany, some time must necessarily
elapse before any further statement
can be made."

Unofficially full details of the new
ship have been given. It is openly
stated that the contract will be
placed on the Clyde, and that the
new Cunarder will be the largest,
fastest, and most luxurious ship
afloat.

It is stated that its tonnage will
be 75,000, its length 1,000 feet, and
that it will take three years to
build.

OPIUM SMUGGLING.

CHINESE ARRESTED IN SAN
FRANCISCO.

San Francisco, May 29.
When the steamer "Phoenix,"
chartered by the Royal Dutch-Shell
Oil Co., arrived here from the Far
East to-day, the local authorities
arrested a Chinese member of the
crew named Ah Yuen on a charge
of possessing opium valued at
£50,000.

The opium involved was in a
single package which Ah Yuen said
had been given him by "friends in
Shanghai." He declared himself to
have been ignorant of the contents
of the package.

under-water speed.

It could be more heavily armed,
and would have nickel-plated steel
armour 25 to 30 millimetres thick.
Professor Flamm is also working on
a better kind of torpedo, which, it
is claimed, will travel fifty knots,
and whose path through the water
will be completely invisible.
Germany is prevented from build-
ing submarines by the terms of the
peace treaty.

HONG KONG TIDE

The tide-table given below has
been obtained by aid of the Tide-
predicting Machine, which includes 40
components for the better prediction
of tides, from the result of the
analysis of the tidal observations
taken at the Kowloon tidal observa-
tory under the direction of Dr.
Dobereck during the years 1887, 1888
and 1889.

The times and heights are given
for Kowloon; but they may be used
for the Victoria Naval Yard and
Aberdeen, the differences being very
small.

The times of high and low-water
must not be considered to coincide
with the times of slack-water and
change of current, the two phenomena
being quite distinct.

June 26 to July 2, 1930.

DATE	HIGH WATER	LOWER WATER
June	Standard Times	Standard Times
Thurs 26	m 8 34 7.9	m 1 13 4.8
Fri 27	m 10 37 8.2	m 3 18 5.1
Sat 28	m 1 31 8.2	m 5 23 4.9
Sun 29	m 1 51 8.3	m 7 18 4.8
Mon 30	m 3 37 8.6	m 9 14 4.4
Tues 1	m 5 41 8.7	m 11 11 4.1
Wed 2	m 7 43 8.7	m 1 17 3.4

When Bombay police attempted to
stop a procession from marching
down Hornby Road they became
surrounded by an excited crowd of
200,000 people. After several hours
of deadlock permission was given
for the demonstrators to proceed by
certain streets.

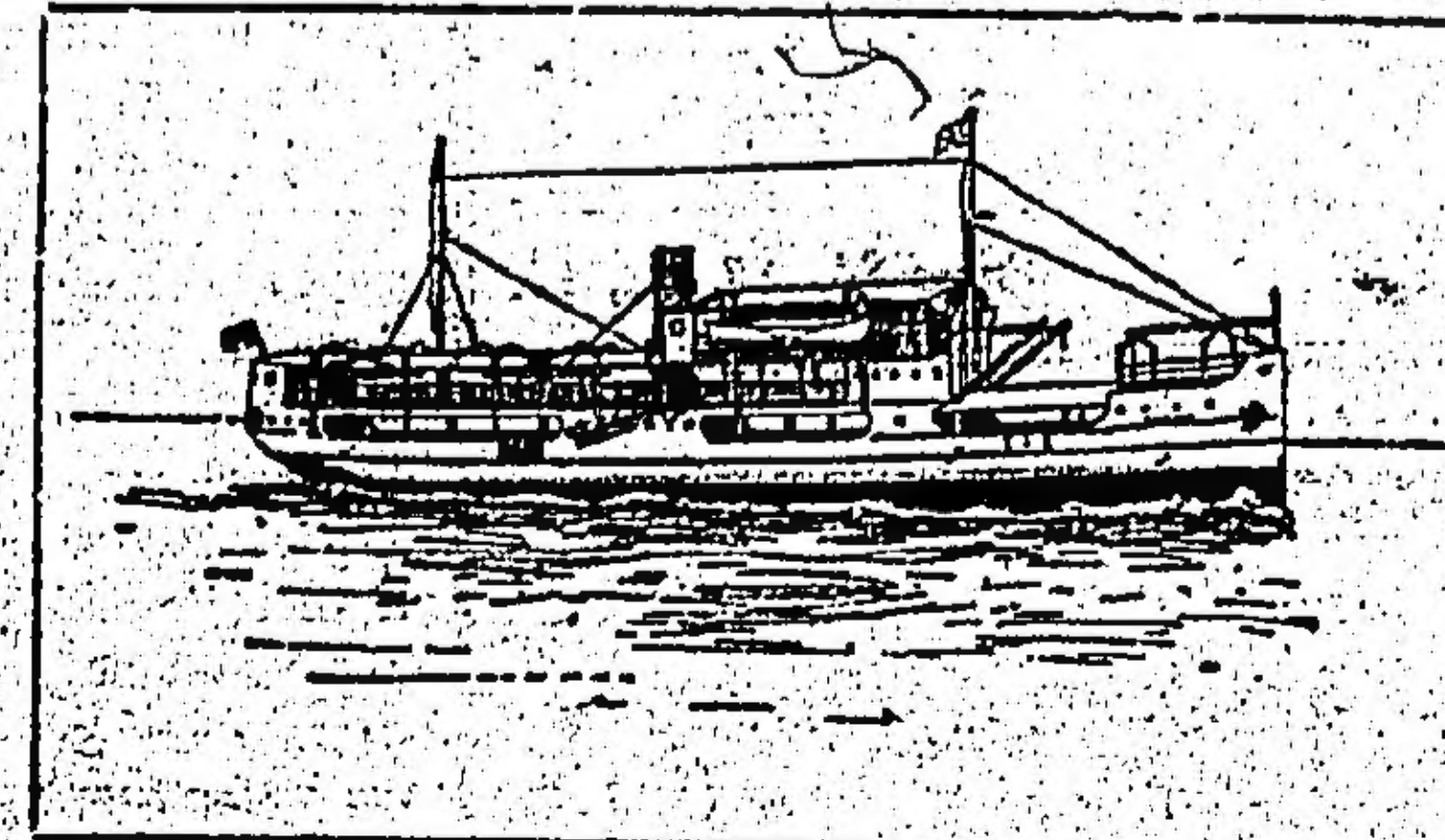
The painter Cazot and his
collaborator, Jean Charles Millet,
who are accused of fraud in the
matter of the false Millets, are
being questioned by a French
examining magistrate.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

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ELECTRICIANS.

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sesses Six
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of No. 1
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ft.



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ition; En-
gineering
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ition; West-
ern Union
and Wat-
kins.

M.S. "SUGBO"

Single screw steel passenger and cargo motor ship. Dimensions: — 154' 0" B.P.
x 28' 0" Mid. x 11' 6" Mid.; D.W. 470 tons; B.H.P. 360; Speed 10 1/2 knots. Built
and machinery installed by The Hong Kong & Whampoa Dock Co., Ltd., to the
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R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

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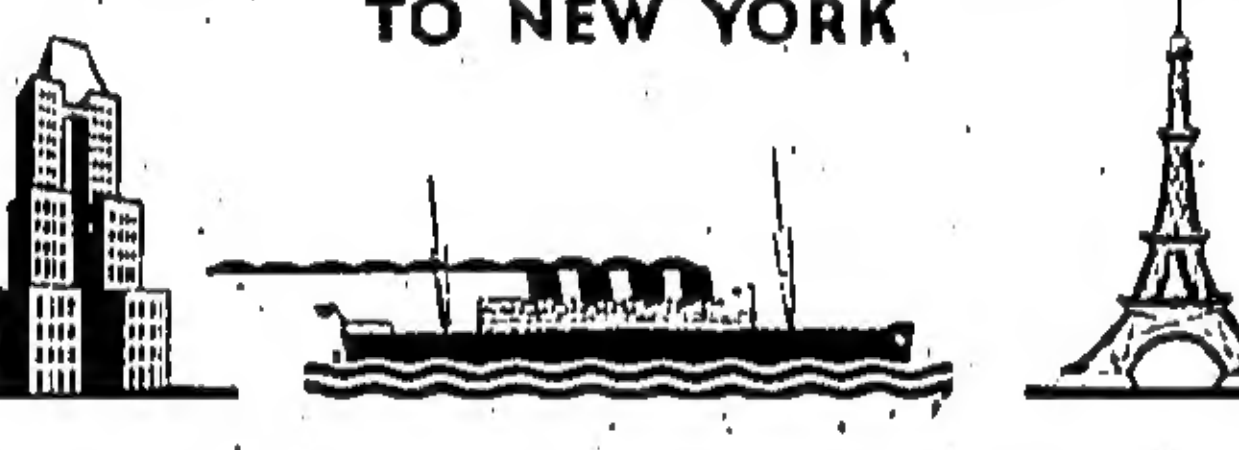
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R. B. SALISBURY
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FRIDAY AND SATURDAY	"THE GIRL FRIEND"
SUNDAY AND MONDAY	"FUNNY FACE"
TUESDAY	"MAN FROM TORONTO"
WEDNESDAY	"JOURNEY'S END"
THURSDAY & FRIDAY	"WHEN KNIGHTS WERE BOLD"
SATURDAY	"SO THIS IS LOVE"

Booking at Moutrie's & Stas Prices \$4, \$3, \$2, \$1.

Donations and Subscriptions must now
be sent to the Hon. Treasurer, Mrs. H. E.
Goldsmith, 525, The Peak.
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HOUSEHOLD HARDWARE DEPT.

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A large consignment of useful articles for the home
in aluminium ware. All marked at popular prices.

Lemon Squeezers	35 cts. each.
Candle Sticks	50 "
Bread Graters	\$1.25 "
Nutmeg Graters	50 "
1/2 Pt. Mugs	50 "
Tea Strainers	25 cts., 40 cts. & 75 "
Soup Ladles	75 "
Fish Slices	75 "
Soup Dishes	50 cts., 75 cts. & 80 "
Picnic Cruets	95 "

SEE WINDOW

GLASS WARE

A sample collection of glassware vases, bowls, dishes,
celery jugs, etc., etc. No two alike. All marked excep-
tionally cheap.

FIRST FLOOR SHOWROOMS.

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Strand, W.C.2.

Hong Kong, Thursday, June 26, 1930.

Where Will It Fall?

"The axe is raised—
"Where will it fall?
"Oh, woodman, spare that
tree."

(Old Rhyme).

Nobody knows, in fact. The
axe may fall on you, should you
happen to be a Civil Servant.
For the Government, as in most
of its actions, is liable to be
erratic in the operation of its re-
trenchment plans. What policy
shall dictate to the Government in
this most difficult of tasks? Shall
the lamb be placed upon the sacri-
ficial altar, or shall it be the loyal
but aged sheep? The risk of in-
creasing salaries has to be met;
and it is not always he who calls
the tune that pays the piper.

This feverish game of economical
see-saw is bound to throw some-
body off with a bump.
Let us take a single depart-
ment; for example, the Public
Works. It is a worthy body, with
many worthy public servants em-
ployed in essential labours. But
there are several among its vari-
ous staffs whose services could be
dispensed with without any great
disadvantage to the Colony.
If these were to go, our roads
would still be maintained up to
their present state of efficiency;
the water supply schemes would
continue; there would still be
somebody capable of putting up
the bunting and the flags on
public occasions. Yet, just as
there are men whose elimination
would not be missed—might even
be an advantage in many ways—
so there are men the loss of whose
services would have a detrimental
reaction. These latter are most
to be considered.

If the Government should
decide to sacrifice the younger
men who have but recently joined
the Service in Hong Kong, and
retain the older ones whose
powers have declined and who are
close to the pensionable age, it
would be an injustice. This is not
to say that all the young men are
necessarily more efficient and
more vitally useful than their
seniors, merely because they are
youngsters. That would be a
basely illogical assertion. It
should be remembered, however,
that quite a large percentage of
the men who joined the Service
fifteen, twenty, thirty years; or
more ago were not qualified en-
gineers or civil servants as we
understand the term nowadays.
Some were not even properly
educated beyond elementary
mathematics and possibly the
principles of sanitation. A few
were little better than plumbers
or joiners. Yet, by the curious
processes of the law of necessity,
assisted possibly by the complica-
tions of the Great War, these men
were promoted to high positions
while others, far younger per-
haps, yet often fully qualified,
highly educated and with war ser-
vice, were relegated to low posi-
tions and low salaries.

If the Government were to re-
sign a number of the older men
who are within a few years of
attaining their pensionable ages,
it would save the Colony, on an
average, approximately \$1,000
per month per head. Their places
could be given to younger and
more qualified men, who are
able to do the jobs as well and
frequently better than their
seniors.

There should be a process of
weeding. The young men in any
departments who are found, upon
a thorough enquiry, to be in-
efficient or otherwise undesirable,
should be resigned; but except
for those in administrative or
directorial positions whose ser-
vices are proved essential, all the
elderly men should be pensioned
off immediately. It may seem a
hardship, but it is the penalty that
has to be paid for increased ex-
penditure. Even Government ser-
vants cannot have jam on both
sides, although some with a quite
unparalleled conception of their
value may seem to think that they
are entitled to it.

News in Brief.

A Chinese who stole a red blanket
from a fellow-countryman, who was
sleeping on the pavement in
Reclamation Street last night, was
at the Kowloon Magistracy this
morning sentenced to three weeks
hard labour.

The farmers of Swatow have, in
a letter to the Chinese Chamber of
Commerce, lodged a strong protest
against the use of foreign fertiliser.

Two Chinese boys, when brought
before Mr. Whyte-Smith at the
Kowloon Magistracy this morning
on a charge of fighting, declared
that they were merely playing. In-
spectors Marks stated that both
throw stones at each other, which
ended in a stand up fight. His
Worship cautioned them.

Lai Kau (26), employed at the
South China Knitting Factory, 61
Shantung Street, Kowloon, received
injury to his left arm yesterday
as result of it being accidentally
caught in the machinery of a steam
driver which he was tending at the
factory. He was taken to the
Kowloon Hospital.

According to a circular letter
read out at the monthly meeting of
the Chinese General Chamber of
Commerce yesterday, it would ap-
pear that the stabilisation of the
piastre and franc in Saigon has
had disastrous effects on the rice
market. It also appears that rice
merchants have suffered losses
amounting to 2,000,000 piastres
since the beginning of this year.

Riding in a motor bus going
from Shataukok to Fanling yester-
day, a Chinese youth named Ip Fat
(18) played the senseless prank of
putting his right arm out of the
window as the vehicle was passing
another bus in Sanchuen village.
His arm was fractured through be-
ing caught by the front of the other
bus, and he is now in the Kowloon
Hospital.

Holding that the evidence did
not wholly satisfy him, Mr. Whyte-
Smith at the Kowloon Magistracy
this morning, convicted and
cautioned a Hoklo on a charge of
the theft of a jacket from 55 Pilgrim
Street. It was stated by a foki
that defendant took the jacket from
an iron hook behind the counter,
and, when chased, was arrested in
Parkes Street by P. C. Hensley.

"There is enough water for
everybody at present. You should
not quarrel over it now," remarked
Mr. Whyte-Smith at the Kowloon
Magistracy this morning, when he
ordered an elderly Chinese lad to
pay \$2 as compensation to a smaller
boy whom he struck on the side of
the head with a dipper. His
Worship described the defendant's
attitude as cowardly and bound him
to pay. Sergeant Peely stated that
the younger boy had to have a
stitch put in.

MME. A. CAROLA.

FAREWELL TEA DANCE AND CONCERT.

Many friends gathered at a fare-
well tea-dance and concert held at
the Hong Kong Hotel Roof Garden
yesterday in honour of Madame
Anna Carola, who is leaving for
Home on Saturday.

In the musical programme
Madame Carola was heard to ad-
vantage in two short ballads, whilst
Mr. Li Chor-chi showed a clear
diction and pleasing tone-production
in his songs, which included La
Serenata (Tosti) and Serenata
(Toselli). Mr. H. S. Yung played
the violin obligato with skill and
sympathy.

Miss Daphne Leigh scored a dis-
tinct success with a vocal item of
the modern school, and Mr. S. B.
Tan contributed a carefully-studied
violin solo.

Messrs. Longyear and W. R.
Fleming made efficient accom-
panists.

Madame Carola was later pre-
sented by her friends with a
bouquet, and Mr. Fleming, in a
short speech, thanked the guests for
their attendance.

Music for dancing was supplied
by the Columbia Kolster Electric
Gramophone, through the courtesy
of the Wo Shing Co., Ltd.

DARING ARMED ROBBERY.

A daring armed robbery in
broad daylight occurred at 83,
Nathan Road, Kowloon, yesterday.
According to a report made to
the Police by a Chinese named
Wan Yau, he was alone in the
house when a knock came on the
stair door at about 10.40 a.m.

When he inquired who was
there, a voice replied: "Mr.
Wan, please open the door."
Thinking it was a messenger,
Wan opened the door, whereupon
two men, both armed
with daggers rushed in. They
bound and gagged him, placed a
towel over his head, and pushed
him on to a bed in the rear cubicle.
They then searched the flat and
decamped with jewellery worth
\$1,100.

SEQUEL TO MOTOR LORRY SMASH.

Driver Admits Wanton
and Furious Driving.

SENTENCE DEFERRED.

Fong Yee-chon, the driver of
the motor lorry which figured in
the alarming accident on Tuesday
morning, was produced before Mr.
R. E. Lindsell to-day charged on
two counts as under:—

(1) wanton and furious driving
of the lorry, thereby causing
bodily harm to 25 persons, at 7
a.m., on June 24; or

(2) reckless driving to the dan-
ger of the public.
The accused admitted the first
charge, but was not asked to
plead with regard to the other,
which was an alternative charge.
Traffic Inspector Alexander said
that at the time of the accident
the lorry was being driven past
the Tai Hang distillery. Marks
on a slight incline on the road
showed that for over 200 feet the
lorry had swerved from side to
side four times before it struck
the right hand side of a bridge
on the road and then toppled over
on its side. The wooden supports
and iron railings of the bridge
were brought down by the impact.

Pinned Under Vehicle.

When the lorry fell over, 25
people who were riding on it
were thrown out, some being pin-
ned under the overturned vehicle.
Three persons were seriously in-
jured, one of them more gravely
than the others. In view of this
he asked the Magistrate to sus-
pend sentence for one week as, if
any one of the injured persons
died, the accused would have to
face the more serious charge of
manslaughter. Altogether, there
were at present 12 persons in hos-
pital, but nine are not in danger.

The Inspector added that after
the accident it was found that the
chassis of the lorry was in good
mechanical condition and the
brakes in working order, so that
the Police were able to drive it
to Headquarters under its own
power.

Remand Granted.

The Magistrate granted a week's
remand.

The lorry is owned by the Lee
Hing Motor Transport Co., and
chartered by the Ping On fish
dealers of Aberdeen.

When inspected in the Police
compound this morning it was
seen that the only part which was
badly smashed was the driver's
box, which was knocked clean off,
seat and all. The wood on the
sides of the body of the lorry was
intact.

COWARDLY MAN.

BABY'S LIFE PLACED IN JEOPARDY.

Before Mr. Whyte-Smith at the
Kowloon Police Court, this morn-
ing, a Chinese was charged with
having assaulted a married
woman in Shanghai Street. He
admitted the charge and said that
he lived with her for a month in
March last year. She then ran
away and took with her some
clothing, which he had bought.

He did not see her till yester-
day when he demanded the return
of the clothing or the money
which he had paid for the gar-
ment. She refused, and he
struck her. The woman at the
time had her baby strapped on
her back. She refused, and he
struck her.

His Worship regarded the de-
fendant's behaviour as disgrace-
ful, and queried if it was the
custom in China that if a man
lived with a woman he was to
buy the clothing, and that if the
woman left he could claim it all
back.

The Interpreter replied in the
negative.

The Magistrate held that the
man might have killed the baby
had the woman fallen backward,
and sentenced him to three weeks'
hard labour.

PISTOL TRAGEDY.

SECRETARY OF SHANGHAI CLUB KILLED.

Shanghai, Yesterday.
Mr. C. W. Marshall, the Secre-
tary of the Shanghai Club, was
cleaning a pistol in his office this
afternoon when a report was heard.
A number of Club members, in-
vestigating the sound, found Mr.
Marshall lying on the floor, seri-
ously wounded, with a bullet mark in
the region of the heart.
He died shortly afterwards.

"REDS" IN SPAIN.

STRIKE ATTRIBUTED TO THEIR
INFLUENCE.

TROOPS NOT EMPLOYED.

Seville, Yesterday.
There is a distinct improvement
in the "strike" situation, which is
authoritatively ascribed to Com-
munist origin. The Governor
does not intend to employ troops,
but the police have been instructed
to maintain order and to pro-
tect willing workers.—Reuter.

[Serious disturbances arose
as a result of a report that a
factory girl had died following
wounds received on Friday in
the course of a collision be-
tween police and strikers. A
general strike was proclaimed,
nails being scattered in the main
streets in order to impede
traffic. The mobs stoned the
trams and forced them back
to the depots, the police
charging on repeated occa-
sions.]

FLYING.

LECTURE ON ELEMENTARY PRINCIPLES.

AT V.D.C. HEADQUARTERS.

At the Volunteer Headquarters
last evening, members of the
Hong Kong Flying Club heard an
interesting lecture on the elemen-
tary principles of flying, by
Squadron Leader S. Freeman.

He said that if air flows past a
body it exerts a force on it, and
the size and direction of the force
depends on the size and shape of
the body and the velocity of the
air flowing past it. The most
suitable shape for causing a re-
action at right angles or nearly so,
to the wind, is not a flat plane but
one of a tapered section—a body
of a shape which is called an aero-
foil (a plane wing). This aero-
foil is thicker at the front edge
and tapers towards the back edge.
The air flows round an aerofoil of
such a shape that it results in an
increased pressure at the bottom
and a reduction of pressure or
suction on the top.

The angle between the aerofoil
and the air flow is known as the
angle of incidence. As the angle
of incidence increases, the lift
component of the reaction in-
creases.

The wings which lift an aero-
plane are designed so that when
moved through the air horizon-
tally the force exerted on them
by the air is as nearly vertical as
possible, since it is this force that
lifts the weight of the aeroplane.

AIR FATALITY.

Chinese Instructor and Student
Killed.

Canton, Yesterday.
A fatal accident occurred this
morning, about 7.30, when an
Avro-Avian plane from the
Taishatau aerodrome, while flying
several hundred feet above Shaho,
in the north-eastern suburbs of
the city, was seen making two or
three spins, then nosing down
with terrific speed and striking
the concrete portion of the Sam
Man Heroes Cemetery.

Immediately the petrol burst
into flames, and incinerated the
two persons on board, almost be-
yond recognition.

An official who happened to be
in the vicinity of the accident was
among the first to arrive at the
spot. The plane was already en-
veloped in flames, and it became
impossible for the bystanders to
try to rescue the two men, who
were probably dead through the
fall before they were consumed by
the flames.

The Aviation Department was
immediately communicated with,
and officers were sent down to
Shaho to investigate the accident.

It is learned that the unfortunate
victims were Mr. Chang Ai-tung,
instructor, and Mr. Ai Yang,
student.—Canton News Agency.

Ten Years Ago

[From the "China Mail,"
June 26, 1920.]

The dollar is worth 3/7 1/2.

Loans to Home Builders.
H.M. "Owing to great pressure
of work in the Secretariat, no
application in respect of a private
residence has as yet been dealt
with." We offer our sympathy to
the 22 applicants whose time and
trouble has been wasted, and re-
commend them to forget it. The
Government is not eager to lend
at five per cent. to private citi-
zens. The risk is too great. It
prefers to lend the cheap money to
the capitalists to erect flats and
hotels. That's the impression we
get from the last Council meet-
ing. We may be wrong. They
say we often are.

ST. PAUL'S.

ROYAL FAMILY AT SERVICE.

200 WORKERS PRESENT.

London, Yesterday. Their Majesties the King and Queen knelt in St. Paul's this morning which was crowded to its furthest corners, and gave thanks for its preservation.

All sorts of people from all over the Empire subscribed some £450,000 to rehabilitate the "parish church of the empire."

Special places were allotted to the two hundred workmen who spent the past five years to complete the restoration, including the fitting of a thirty-ton chain round the dome.

The Dean of St. Paul's and the Bishop of London officiated, the Bishop's text being "This is the day which the Lord hath made. We will rejoice and be glad of it." A number of overseas Bishops here for the Lambeth Conference, were present.—Reuter.

CUSTOMS TANGLE.

POSITION DESCRIBED AS INTOLERABLE.

SUGGESTED WAY OUT.

Tientsin, Yesterday. The Customs situation is unchanged. Shipping companies are dealing with the duty difficulty by refusing to release import cargo or accept export cargo without guarantees from the receivers or shippers that they will be responsible for further claims at either end.

The Peking and Tientsin Times in a leader says: "The position is intolerable, and is directly due to the supineness of foreign diplomatic representatives, who ought to have foreseen the possibility of this crisis weeks ago and have taken adequate means to prevent it."

The paper suggests that the only way out of the muddle and complete demoralisation of the Customs service is to deposit the surplus revenues in an approved bank until the political issue has been settled; with the withdrawal of both Lt.-Col. Hayley-Bell and Mr. Lenox Simpson, and the appointment pro tem of a commissioner agreeable to both sides.—Reuter.

TSINANFU'S FATE.

SHANSI FORCES WITHIN TEN LI.

SHANTUNG PACT.

Peking, Yesterday. Four trainloads of troops belonging to Han Fu-chu evacuated Tsinanfu yesterday morning. The remainder were expected to leave yesterday afternoon in ten more trains.

The Shansi forces yesterday were within ten li of the city walls, and were expected to enter to-day.

A Mukden message asserts that Yen Hsi-shun has come to an agreement with Chang Hsueh-liang as regards Shantung. It points out that Shih Yu-san is a native of Kirin, and a favourite of Chang Hsueh-liang, hence the latter is satisfied with Yen Hsi-shun's appointment of Shih Yu-san as chairman of Shantung. The message also asserts that Yen Hsi-shun has agreed that Tsingtao be left as the base for the north-eastern fleet.

A number of Japanese and other foreigners have temporarily left Tsinanfu, and arrangements are being made for others to concentrate in places of safety, in case of need, but it is generally felt that there is not likely to be any serious disturbance or danger during the turn over.—Reuter.

EAST AFRICA.

CLOSER UNION WITH BRITAIN ADVOCATED.

Rugby, Yesterday. Dr. Drummond Shiels, Under-Secretary for the Colonies, stated in the House of Commons that the Colonial Secretary, Lord Passfield, proposed shortly to move in the House of Lords that it was desirable that a joint committee of both Houses be appointed to consider the report on closer union in East Africa drawn up by Mr. Hilton Young, Commissioner, and by Sir Samuel Wilson, together with the statement of conclusions of His Majesty's Government published on June 19.—British Wireless Service.

ROUND THE CINEMAS

JANET GAYOR IN "LUCKY STAR."

FIRST SCREENING TO-DAY.

The screen surprise of 1930. Janet Gaynor and Charles Farrell are lovers again—re-united under the direction of Frank Borzage in their first talking picture, "Lucky Star," which makes its local premiere to-day at the Queen's Theatre.

The trio who gave you "7th Heaven" and "Street Angel" are said to surpass their previous triumphs in this spoken drama of a couple that wins regeneration through suffering.

Hear the voices of filmdom's beloved sweethearts as they enact the most tender love scenes they have ever played together. You'll be enthralled.

The directorial genius of Frank Borzage has undoubtedly reached an artistic zenith in "Lucky Star."

Fox Movietone talking picture based on Tristram Tupper's story. Guinn Williams and Hedwiga Reicher have speaking parts in support of Farrell and Miss Gaynor.

TWO RED ROSES.

Superstition plays a far greater part in the lives of the majority than is realised. One has only to watch the number of people who unconsciously step into the road rather than walk under a ladder, or notice the trepidation of the members of a dinner party when it is seen that only 13 are present. Occurrences, due entirely to superstition, are on record in the lives of several that have been the turning points changing the mode of life for them. This is instanced in an excellent picture which is now showing at the Majestic Theatre, Kowloon.

It is a First National British picture, entitled "Two Red Roses," and is based on the song of the same name which has enjoyed enormous success on the Continent. Three famous European stars appear in the leading roles, Liane Haid, Harry Halm and La Jana.

Liane Haid, a Viennese beauty of exceptional talent, takes the part of a young girl whose life is changed through the superstition of a wealthy young man. She is a little flirt who is particularly clever at dressing a dinner table with flowers. On one occasion an order with a special request for her service is given. The young girl meets a wealthy young man on the way, who receives a rebuff when he attempts to kiss her. As she completes her duties the host is dismayed to find that the number of covers laid at the table total thirteen. During the evening she meets the young man again, who proves to be the intended fiancé of the daughter of the house. Plans go awry when he pays particular attention to the little flirt, who has been introduced to the guests as a cousin.

Harry Halm, who has been seen in several European pictures shown at the Majestic Theatre, lately, interprets the part of the young man, whilst the daughter of the host is portrayed by La Jana, one of the leading lights on the Continental stage and screen. The supporting cast is composed of first class players resulting in a moving picture that no cinema patron should miss.

Many light comedy touches are introduced to advantage without upsetting the continuous fascination of the romantic element. One of the underlying themes in the story is the sacrifice for love's sake, but it is not the prerogative of any particular character, for the young man gives up his inheritance and takes up the position of a cabaret dancer for the sake of the little flirt. The composer of the song "Two Red Roses" so marked a feature of the plot, although in love with the little flirt, watches over her in spite of the fact that her inclinations are in another direction, whilst in a particularly thrilling climax the young girl herself makes a huge sacrifice on behalf of her lover.

"Two Red Roses" is fragrant with the language of flowers, engrossing in its drama, fascinating in its romance, luxurious in the beautiful settings used for the background of a story that will grip the interest during every single moment the picture is on the screen.

"THE RETURN OF SHERLOCK HOLMES."

"The Return of Sherlock Holmes," Paramount's all-talking murder mystery drama, with the noted actor, Clive Brook, in the title role of Sherlock Holmes, opened a four days' engagement at the Central Theatre last night.

Those familiar with the Sherlock Holmes stories, and almost everyone at some time has read Conan Doyle's fascinating detective yarns, will find this dramatisation of action's most famous criminologist one of the most exciting and

unusual pictures to come to the audible screen. "The Return of Sherlock Holmes" combines action and adventure with the even more thrilling psychological methods by which Sherlock Holmes weaves his net round a murderer and international criminal. In every way this picture emerges as a carefully worked out study of two master minds; one an enemy of society, the other its brilliant and erratic protector.

In the performance of Clive Brook, the Sherlock Holmes of Conan Doyle comes to life in bold, convincing strokes. Those who have seen Mr. Brook in his latest characterisation are of the opinion that in this picture he gives the finest performance of his career.

Basil Dean, one of the foremost directors of the English speaking stage, was especially engaged by Paramount to direct this first Sherlock Holmes picture to come to the audible screen.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL

Entertainments.
To-day — Queen's Theatre.
"The Lucky Star."
To-day — Star Theatre.
"The Beloved Rogue."
To-day — World Theatre.
"5 and 10 Cent Annie."
To-day — Majestic Theatre.
"Two Red Roses."
To-day — Central Theatre.
"The Return of Sherlock Holmes."
June 27-28—Star Theatre; R. B. Salisbury presents "The Girl Friend," 9.15 p.m.
June 29-30—Star Theatre; R. B. Salisbury presents "Funny Face," 9.15 p.m.
July 1—Star Theatre; R. B. Salisbury presents "The Man from Toronto."

Land Sale.
June 30—At P.W.D. Offices, one lot of Crown land at Shamshui, 3 p.m.

Home Mail.
To-morrow — Inward from Europe via Negapatam (Seang Bee) and (Hosang) via Siberia (Pres. Fillmore); Outward for Europe via Siberia (Chang King) 3.30 p.m. via Marseilles (Hakozaki Maru) 5 p.m.

Sports.
See Special Sports Diary on page 8.

Lammeris' Auctions.
June 26—At Sales Room, Dudley Street, 4 cases Big Gun and 2 cases Concord Cigarettes, 11 a.m.
June 30—At 2, Torres Building, Kimberley Road, household furniture, 10.30 a.m.

Meeting.
To-morrow—China Sugar Refining Co., Ltd., Jardine Matheson's Board Room, noon.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 355 metres:—

6-6.30 p.m.—Auntie Letty, Auntie Joy, and Auntie Peggy will entertain the Children.

6.30-7.30 p.m.—Programme of Victor Records.

6.30.—In a Persian Market, Reginald Ford, Organ.

6.38.—For You, John Boles, Tenor.

6.44.—Tannhauser, Pigrims Chorus, Victor Male Chorus.

6.50.—Take This Rose, Maurice Gunsky.

6.56.—Down South, Eveready Hour Group.

7.05.—Prelude in C Sharp Minor, Julius Schenck.

7.13.—To Thee, Oh Dearest, I Puritani, Lauri-Volpi.

7.22.—Duke of Marlborough, Victor Male Chorus.

7.28.—The Maiden with Flaxen Hair, Kreisler.

7.47.—Singing a Vagabond Song, The Revellers.

7.53.—Polish Dance, (Scharwenka) Hans Barth.

7.30 p.m.—A Talk on Art by Mr. W. Noise. "Pictures and Their Place in the Home."

7.45 Approx.—Recorded Programme Continued.

8 p.m.—Chinese Programme.

10.30 p.m.—Close Down.

9 BURNED TO DEATH.

FAMILY TRAPPED BY FLAMES IN THATCHED HUT.

Unable to escape from a burning house, in Babipur village near Lucknow nine persons, members of one family and a servant were burnt to death.

The house adjoining the one occupied by Bachu Singh, a former manager of Malpur Raj, caught fire. As the flames were spreading, Bachu Singh, aided by his family, endeavoured to remove the thatched roof of his house, but before he could do so his own house caught fire and he, his wife and children, his brothers and his servant were trapped by the flames.

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NEW ADVERTISEMENTS.

NEW PRICE LIST.

CUSTOMERS are requested to apply for our NEW PRICE LIST which comes into force on 1st July, 1930.

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

PUBLIC NOTICE.

KOWLOON-CANTON RAILWAY.

OWING to Speed Restrictions imposed on the Chinese section of the Railway, the Public is hereby notified that on and after THURSDAY, the 26th June the EXPRESS TRAINS will do the through journey in approximately 5½ hours in place of the usual times.

New Time Tables, if necessary, will be published as soon as possible.

R. BAKER,
Manager & Chief Engineer.
25th June, 1930.

STUDENT STRIKERS.

POLICE CORDONS INCREASED.

BOYS ASSAULTED.

Manila, June 13. Police cordons were increased in the four public high schools in the city before noon to-day as a result of the assault on two students of the Manila west high school by several strike-agitators who got away clean before any patrolmen could arrive.

The students assaulted: Severo Carreon, 17, residing at 350 Ricafort, Manila west high school.

Jose Mercado, 19, residing at 1071, Antonio Rivera, Manila west high school.

Carreon was walking blissfully to his class this morning when he was set upon by a bunch of husky boys who looked more like hoodlums than students at the foot of Pretil bridge. They manhandled him and almost beat him up to pieces had not some passer-by shouted for a patrolman and the agitators sneaked away in different directions.

Jose Mercado was passing in front of the Rizal elementary school when he was harassed by several boys who threatened him if he continued going to class. Defying them, he walked ahead. Whereupon, the agitators pounced upon him without much ado.

Both are nursing swollen faces and battered bodies but could not identify their assailants.

Councillor Nueno of Manila announced this morning that he will bring two suits against Secretary Albert, Director Bewley and Superintendent Bordner next week for the readmission of the student strike leaders in their respective schools.

One of the suits will be an injunction against school authorities questioning their authority to bar the four leaders from entering all the schools. He will hold he said, that the step taken by the school authorities is unconstitutional.

The other action will be a mandamus proceeding against the same authorities compelling them to reinstate the other 39 suspended students to their schools.—Philippines Herald.

TREATY CONCLUDED.

CORDIAL SPIRIT MARKS NEGOTIATIONS.

Nanking, June 24. Negotiations of the Sino-Turkish Amity, Commerce, and Navigation Treaty were concluded to-day between Fud Tugay, Turkish Charge d'Affaires, and Vice Minister Leo after nine meetings, with three different intervals beginning from May 6.

The whole text has been referred to the respective Governments and the signature is expected after one month. Both sides showed cordial spirit, consideration, and mutual helpfulness throughout the negotiations. The Turkish Charge d'Affaires is leaving to-night after Vice Minister Leo's dinner to which Minister Dr. C. T. Wang and Sun Fo were also invited.—Canton News Agency.

RAILWAY SPEED REDUCED.

OWING to speed restrictions imposed on the Chinese section of the Kowloon-Canton Railway it is advertised in the China Mail to-day by the manager and chief engineer of the British section that from to-day the express trains will do the through journey in approximately 5½ hours in place of the usual times and that new time tables will be published as soon as possible.

AMUSEMENTS

CENTRAL THEATRE

See and Hear

TO-DAY TO SATURDAY At 2.15, 5.10, 7.15 & 9.20 p.m.

Now You Can Hear Fiction's Greatest Detective



"THE RETURN OF SHERLOCK HOLMES"

Clive Brook

A Paramount Picture

and MEI LAN FANG

in a Talking Drama

"FASCINATION OF A GENERAL"

Playing now by Him on Broadway

SUNDAY TO WEDNESDAY

NANCY CARROLL

in "SWEETIE"



She'll win Your Heart when you see her in Paramount's collegiate Musical Romance.

ALL TALKING-SINGING DANCING.

THURSDAY, JULY 3rd.

Broadway's Biggest Stars

THE MARX BROS.

in "THE COCONUTS"



Musical Singing! Dancing! Marx Brothers' fooling! Irving Berlin's Melodies! Ziegfeld's stars.

Oscar Shaw and Mary Easton, making love! A Glorious whirl of chorus beauties! Rapid-fire fun! The laugh hit of the screen!

When "The Coconut" showed on Broadway, it sold out for every performance during its year run.

NEW RECORDS EVERYBODY WANTS!



THE LOVE PARADE

DB43 Dream Lover Layton & Johnstone.
My Love Parade ..
5725 Dream Lover Waltz.
My Love Parade Fox-Trot.
CB40 Nobody's Using It Now ... Fox-Trot
March of the Grenadiers ..

The Anderson Music Co. Ltd.



The Famous "CAT & BARREL" BRAND.

Having considerable stocks in hand, the price of these guns will not be advanced for the present, despite the recent drop in Exchange.

OBTAINABLE EVERYWHERE.

Sole Agents: CALDBECK, MACGREGOR & CO., LTD.
(Incorporated under the Companies' Ordinances of Hong Kong).
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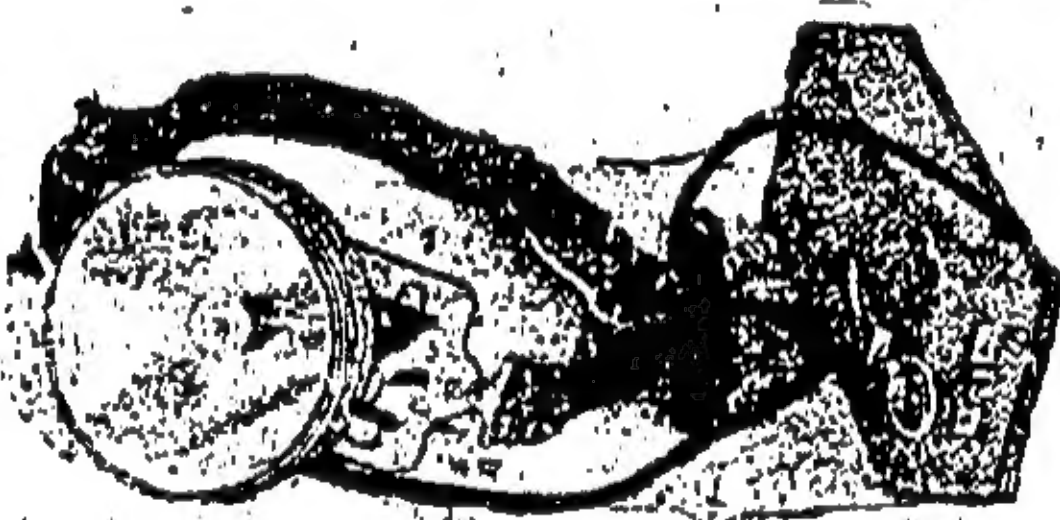
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FLIGHT FROM PORT KARNOCK,
IRELAND, TO HARBOUR GRACE,
NEWFOUNDLAND.

Flying the "Southern Cross," the plane in which he made the first flight from San Francisco to Australia during 1928, Major Kingsford-Smith has arrived in Newfoundland from Ireland.

As in many other notable flights Mobiloil was selected to lubricate the engines of the plane on this flight.

Some of the most important air events of the past in which Mobiloil was used were:

COL. LINDERGH

New York to Paris.

MISS EARRHART

First Woman to Fly the Atlantic.

COMMANDER EYRD

First Flight to the North Pole.

MAJOR KINGSFORD-SMITH

Around Australia.

U.S. ARMY FLIERS.

Around the World. San Francisco to Honolulu.

CAPTAIN SIR HUBERT WILKINS

First Antarctic Flight.

ART GOEBEL

San Francisco to Honolulu (Dole Prize Winner)

In all these famous flights, the daring pilots relied upon the supreme quality of Mobiloil as their best insurance against engine trouble.

And when motorists all over the world are particular about their lubricating oil—they choose Mobiloil.

For motoring quality you are always sure when using

Mobiloil

The World's Quality Oil

Sport Columns

TENNIS.

ANOTHER VICTORY FOR CHINESE R.C.

"C" DIVISION STRUGGLE.

The Chinese Recreation Club easily defeated the I.R.C. in the "C" division of the Tennis League yesterday. A good deal of interest was centred in the match, as the two were close rivals. As a result, the Chinese are practically assured of premier honours.

In the "B" division Club de Recreio narrowly defeated M.B.K., and South China easily accounted for the R.E. and S.

Results in detail were as follows:—

"B" DIVISION.

Club de Recreio v. M.B.K.

H. Barros and F. Remedios

(C. de R.):—

beat S. Fukushima and G.

Nakamura 6-1

beat K. Matsuo and N.

Hayase 6-4

lost to Fujimori and I.

Imura 4-6

A. Gosano and C. Barretto

(C. de R.):—

beat S. Fukushima and G.

Nakamura 7-5

beat K. Matsuo and N.

Hayase 7-5

lost to Fujimori and I.

Imura 5-7

A. Remedios and A. Silva

(C. de R.):—

beat S. Fukushima and G.

Nakamura 6-4

lost to K. Matsuo and N.

Hayase 3-6

lost to Fujimori and I.

Imura 1-6

South China v. R.E. & S.

O. K. Lam and S. W. Wong

(S.C.A.A.):—

lost to Col. Wyatt and Capt.

de Linde 2-6

beat Major Kerrich and

S/M. Atkinson 8-6

beat Major Tosh and Spr.

Sabin 6-2

C. S. Chan and Y. W. Lee

(S.C.A.A.):—

lost to Col. Wyatt and Capt.

de Linde 3-6

beat Major Kerrich and

S/M. Atkinson 6-4

beat Major Tosh and Spr.

Sabin 6-4

L. B. Lee and S. K. Ng

(S.C.A.A.):—

beat Col. Wyatt and Capt.

de Linde 6-4

beat Major Kerrich and

S/M. Atkinson 9-7

beat Major Tosh and Spr.

Sabin 6-4

"C" DIVISION.

Chinese R.C. v. Indian R.C.

M. O. Hoosen and D. Mohamed

(I.R.C.):—

beat Ip Kau-ko and Tsui

Wai-pui 7-5

lost to Tsui Ping-fan and

K. C. Ng 2-6

lost to Lau Man-ching and

Iu Tak-lam 4-6

A. R. Minu and J. S. Ackber

(I.R.C.):—

beat Ip Kau-ko and Tsui

Wai-pui 6-2

lost to Tsui Ping-fan and

K. C. Ng 2-6

lost to Lau Man-ching and

Iu Tak-lam 4-6

D. M. A. Razack and M. P.

Madar (I.R.C.):—

lost to Ip Kau-ko and Tsui

Wai-pui 2-6

lost to Tsui Ping-fan and

K. C. Ng 1-6

lost to Lau Man-ching and

Iu Tak-lam 2-6

Z. Imaka and T. Takemada

(Nippon):—

lost to Mackay and Hedley

7-9

beat Burnett and Brown

6-4

beat Lee and White 6-1

R. Ishbashi and K. Kawano

(Nippon):—

lost to Mackay and Hedley

5-7

lost to Burnett and Brown

4-6

beat Lee and White 6-1

T. Hata and T. Sato (Nippon):—

lost to Mackay and Hedley

5-7

lost to Burnett and Brown

4-6

beat Lee and White 6-1

University v. Philippines

T. L. Tan and D. Anderson

(University):—

lost to J. M. Cruz and T.

Leon 2-6

lost to D. Leonard and

S. A. Hamid 1-6

beat E. M. Cordeiro and D.

Bautista 6-1

(Continued at foot of next column)

FRENCH GOLF "OPEN"

VICTORY FOR ERNEST WHITCOMBE.

Dieppe, Yesterday. The French Open Golf Championship was won to-day by the British player, Ernest Whitcombe, who had an aggregate of 282 for the 72 holes. He returned rounds of 74, 70, 70, and 68. Whitcombe now holds the Irish, Dutch, and French Open Championships.

Boyer, of the Nice club, returned 285, and Henry Cotton had an aggregate of 288.—Reuter.

Our Sports Diary

LOCAL

Lawn Tennis—To-morrow—

Exhibition Games, K.C.C.

Saturday—"B" Division—

S.C.A.A. v. K.C.C.; "C" Division—

Nippon Club v. Recreio.

I.R.C. v. S.C.A.A., C.S.C.C.

v. K.C.C.; Exhibition Games—

K.C.C.

Football—Monday—Annual

Meeting of Football Association.

Racing—September 27—

Seventh Extra Race Meeting.

October 10 and 11—Eighth

Extra Race Meeting.

Lawn Bowls—Saturday—1st

Division—Police R.C. v. Tai-

koo R.C.; Kowloon C.C. v.

C.C.C.; Kowloon Dock R.C. v.

Kowloon B.C.C.; C.S.C.C. v.

Recreio; 2nd Division—Tai-

koo R.C. v. C.S.C.C.; Recreio v.

Royal Hong Kong Y.C.; Kow-

loon R.C.C. v. Kowloon C.C.

C.C.C. v. H.K. Electric R.C.

Baseball—Sunday—Texaco

Nine v. South China, Caroline

Hill.

Swimming—Sunday—En-

tries close for second V.R.C.

Night Fets, 6 p.m.

July 5—Second Night Fets.

V.R.C.

HOME

Cricket—To-morrow—2nd

Test Match.

Cricket—June 27-30—

Second Test Match.

July 7-9—Oxford v. Cam-

bridge.

Tennis—To-day to July 5

—Championships, Wimbledon.

Rowing—July 2-5—Henley

Regatta.

Athletics—July 4-5—Am-

ateur Open World Champion-

ship, Stamford Bridge.

BASEBALL.

"TEXACO" STARTS TEAM TO MEET SOUTH CHINA.

A newly-formed baseball crew calling themselves the "Texaco Nine" will meet the South China outfit on Sunday at the Caroline Hill.

Big Ben Zafra, who needs no introduction to local ball fans, will take up his station behind the plate for the new team. A newcomer to the Colony, Simble by name, will serve them out for the new outfit. He is said to be a tricky twirler with plenty of speed behind his deliveries.

A really good game is promised, and ball fans who have been starved of thrills this season will do well to hike out to Caroline Hill to see these two outfits at play.

WATER POLO.

V.R.C. SECONDS WIN AGAIN.

The Navy and the Chinese Bathing Club played a drawn game of two goals each in the First Division of the Water Polo League last night.

V.R.C. seconds, as usual, ran away with their match with the University, winding up with eight goals to their opponents' one.

Y. L. Pao and L. de Silva (University):—

beat J. M. Cruz and T.

Leon 6-3

beat D. Leonard and S. A.

Hamid 10-8

beat E. M. Cordeiro and D.

Bautista 6-1

B. H. Teo and C. S. Tan

(University):—

lost to J. M. Cruz and T.

Leon 2-6

lost to D. Leonard and

S. A. Hamid 2-6

beat E. M. Cordeiro and D.

Bautista 2-6

TEST MATCH.

FURTHER INVITATIONS TO LORD'S.

WHITE AND ALLEN.

Mr. H. G. Leyeson-Gower officially announces that J. C. White, the Somerset skipper, and G. O. Allen, the Middlesex all-rounder have been invited to attend at Lord's for the second Test Match.

At the present moment four players have received invitations, namely, Larwood, Sandham, J. C. White, and G. O. Allen.

The other seven players will probably be Hobbs, Hammond, Hendren, A. P. F. Chapman, K. W. Y. Robins, Tate, and Duckworth.—Reuter.

U.S. BASEBALL.

RESULTS OF NATIONAL AND AMERICAN LEAGUE GAMES.

New York, Yesterday. The results of the National League Baseball matches, played to-day, are:—

Chicago beat Philadelphia 13-12.

Pittsburgh beat Brooklyn 5-1.

Cincinnati beat New York 11-3.

The results of the American League matches are:—

New York beat St. Louis 5-4.

Philadelphia beat Chicago 8-1.

Washington beat Cleveland 13-5.

Detroit beat Boston 4-3.—Reuter's American Service.

Do not miss—

"SECOND SLIP'S"

CRICKET ARTICLES

In

The China Mail

every

WEDNESDAY AND SATURDAY.

MISS NUTHALL IN FORM.

London, May 30.

At Chiswick, in the Middlesex Tennis Championships, in the semi-

finals of the men's singles, F. Perry

beat Soni 6-0 and 6-3.

In the ladies' singles, Miss Jenny

Sandison beat Miss G. Sterry 6-3

and 6-4.

THE
HONG KONG
PENINSULA HOTEL:
HONG KONG HOTEL: REPULSE BAY HOTEL:
PEAK HOTEL
AND
SHANGHAI
ASTOR HOUSE: PALACE HOTEL.
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LIMITED

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POST OFFICE NOTICE.

RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

INWARD MAILS

From **THURSDAY, JUNE 26.**
Shanghai and Europe via Siberia (London, June 9) Coblenz
FRIDAY, JUNE 27.
Shanghai Lahore
Japan and Shanghai Hakozaki Maru.
SATURDAY, JUNE 28.
Shanghai and Swatow Sunning
Europe via Negapatam (Letters only, London, May 29) Scang Bee
U.S.A., Honolulu, Japan and Shanghai (San Francisco, May 30) & Europe via Siberia (London, June 8) President Fillmore
Europe via Negapatam (Papers only, London, May 29) Hosang
MONDAY JUNE 30.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, June 6) President Madison
Japan Kamakura Maru

OUTWARD MAILS

For **THURSDAY, JUNE 26.**
Samshui and Wuchow Sanning 4 p.m.
FRIDAY, JUNE 27.
Hohow, Pakhoi & Halphong Chengtu 8.30 a.m.
Wei Hsi Wei via Swatow and Foochow Huichow 9.30 a.m.
Hollo Stuart Dollar 10.30 a.m.
Fort Bayard Sun Kong 12.30 p.m.
Swatow, Amoy and Foochow Hal Ning 2 p.m.
Shanghai and *Europe via Siberia Chungking 3.30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles Hakozaki Maru (Due Marseilles July 27.)
K.P.O. Registration 4.30 p.m.
Letters 4.30 p.m.
Tours 5 p.m.
SATURDAY, JUNE 28.
Straits & Calcutta Talma
Parcels June 28, Noon.
Letters 1 p.m.
Manila President Fillmore 5 p.m.

*Superscribed correspondence only.

CALCUTTA SWEEP.

BANGKOK CHINESE WINS
TCS. 75,000.

Bangkok, June 10.
Mr. Chan Chee-meng, a sober and respected Chinese merchant of Bangkok, who does not gamble as a general rule and never before this year had even permitted himself the excitement of buying a ticket on the Calcutta Sweepstakes, is probably the happiest and the luckiest man in Siam, says the Bangkok Daily Mail.

The seven next happiest and luckiest men are seven employees of the firm in which he is a partner—Chang Wo & Company in Songward Road.

For Mr. Chan Chee-meng held a third interest in a ticket on Dillotte in the great English classic and Dillotte came in third. The other seven men held equal shares in the remaining two thirds.

Mr. Chan Chee-meng will collect approximately Tcs. 75,000 when the cheques for the Sweep come around and his friends will get about Tcs. 22,000 apiece.

The ticket was No. 3245 and was purchased at the Mercantile Bank by Mr. Chan Chee-meng and his seven friends along with three others which they shared in the same way.

The other seven, like so many other people in Bangkok, had bought many tickets in years past, without winning a satang, but this was the first time Mr. Chan Chee-meng ever had bought one.

Before the race, the holders of the ticket had sold half interest in it to a Calcutta syndicate. When news reached Bangkok that Dillotte came in third in the Derby, there was great excitement among his friends. Mr. Chan Chee-meng being at Korat at the present moment. The prize money for one of the three tickets on Dillotte amounts to approximately £30,000 so that they will benefit £15,000 more in addition to the £7,500 which they accepted from the Calcutta syndicate for the half share of the ticket. If they had not sold the half interest, they would have got roughly about Tcs. 300,000, but as it is they get about Tcs. 225,000.

Stay in Bangkok.

Mr. Chan Chee-meng is a partner of Messrs. Chang Wo & Company, importers and exporters, and because of his cleverness in regard to market conditions and his integrity, has been attached to the firm for several years as Comptroller.

He is only 35 and is blessed with four children, two boys and two girls. He has been in Siam for over ten years which time he has spent in business, and has been successful in a small way.

His intimate friends believe that his coming into such a big sum of money at a stroke, as it were, has

not caused him to be excited so much that he will not be able to decide what to do as they all say that he is a steady man in business as well as in private life. Contrary to expectations that the first step he would take was to embark on a trip to China for good as many Chinese perhaps would have done in his present circumstances his friends are of the opinion that he will utilise his fortune in improving his business in Bangkok instead. Mr. Chan Chee-meng is returning from Korat when his friends expect him to announce his intentions for the future.

SUPERSTITIONS.

MEN WHO BELIEVE IN CHARMS.

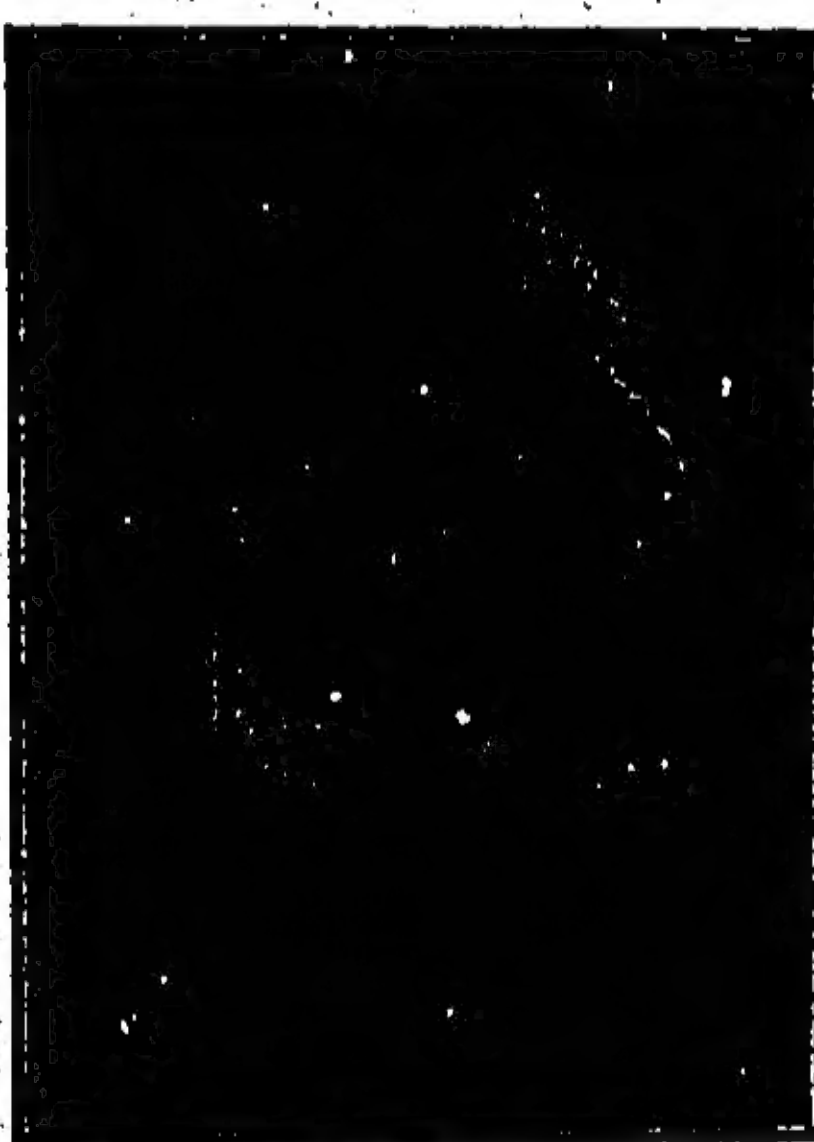
A lover of peace and quietness, I never fail to spend an hour or so in the immediate vicinity of a cathedral. Thus it was that, just as the sun was setting, I leaned against a wall—there were no seats for weary bones and bodies—and looked up at the grand old pile in Worcester. Worcester's cathedral looks straight down on the cricket ground, and if it could talk many are the tales it could unfold.

Good-Luck Tokens.

My wanderings after I had viewed the cathedral from all angles took me past many shops, and it struck me as curious that in the majority there were for sale that well-known medallion which depicts Saint Christopher with a tiny child on his shoulder. The description on every one read: "Behold Saint Christopher; then go your way in safety." That set me musing. I remembered that athletes of all descriptions are very partial to charms and symbols, and that even some of the Australians who have opened their tour in such splendid style carry in their pockets little tokens which are supposed to bring good luck. I have seen boxers carry almost everything from a rabbit's foot to a Jewish praying shawl, while there was a Rugby footballer of my acquaintance who never went on a field without tucking into his stocking a very bent silver coin. Do these charms bring good fortune, or are they merely a survival of an ancient and perhaps foolish superstition? asks Trevor Wignall in the Daily Express.

Kave Don's Mascot.

When I was at Daytona Beach in March I happened one day to be in the garage where Kaye—Don had stored his Silver Bullet. He asked me if I would like to sit in the very uncomfortable cockpit, but as I was climbing out of it I asked him, for no particular reason, if he had a mascot concealed on his person. "Not on my person," he replied, "but there is one on the car. See if you can find it." I must have investigated for twenty minutes, but when I was about to give up Don pointed to a Saint Christopher medallion, an exact replica of those



Edgar Owen, who will be well remembered for his brilliant presentation of the character of Capt. Stanhope in "Journey's End," the celebrated play presented recently at the Star Theatre by the Salisbury Company which will open their present season to-morrow with "The Girl Friend," the musical comedy success from the Prince's Theatre, London.

I saw, on the right-hand side of the windscreen. It was the same colour as the body, and was practically invisible, and I doubt whether even Sherlock Holmes would have found it. This round piece of metal had been blessed by a cardinal on behalf of the Pope, but unfortunately it did not bring Don the success he so much desired.

Keen-Eyed Lord Brecknock.

Now that I am on the subject of the Silver Bullet perhaps I may be allowed to refer to another small matter. Late one night, accompanied by Bill Sturm, Don's American manager, we motored to the garage to give Lord Brecknock, who had just arrived in the town on a very short visit, his first sight of the car. Lord Brecknock had hardly fastened his eyes on the racer when he turned to me and said, "How many painted flags can you see?" "Four," I replied, "two on the nose and two on the tail." "Do you notice anything remarkable about them?" inquired this peer, who is so well liked in Daytona that he is usually referred to, and sometimes addressed as, "Brock." I answered in the negative. "Well," said Lord Brecknock, "the American flag is on the wrong side, while the three British flags are at half-mast." And that was true. Imagine flags—At half-mast on a machine connected with such a flirtation with death as that at Daytona!

BRITISH RUGBY XV.

North Palmerston, May 28.
The British rugby team beat Manawhenua by 34 points to 8.
Masterton (N. Z.), May 31.
The British Rugby team beat Wairarapa by 19 points to 6.

Dr. E. F. Alexanderson, consulting engineer to the Radio Corporation of America, fore-shadows the invention of an aeroplane with television eyes and one capable of being steered by wireless.

EXCHANGES

TO-DAY'S QUOTATIONS

On London—
Bank, wire 1/3
Bank, on demand 1/3
Bank, 4 months' sight 1/3 1/4
Credits, 4 months' sight 1/4
On Paris—
On demand 775
Credits, 4 months' sight 850
On New York—
On demand 30 3/4
Credits, 60 days' sight 32
On Bombay—
Wire 84
On demand 84
On Calcutta—
Wire 84
On demand 84
On Singapore—
On demand 54
On Manila—
On demand 61
On Shanghai—
On demand Tls. 84
Dollar 18 1/2 dis.
On Yokohama—
On demand 61 1/4
Silver (per oz.) 15 9/16
Bar Silver in Hong
Kong 1% dis.
Copper Cash Nominal.
Copper Cents 3% prem.
Rate of Native Interest 4% p.a.
Chinese Sub. Coin 24% dis.
Hong Kong Sub. Coin 1/4% dis.

LONDON EXCHANGES

Rugby, Yesterday.
Paris 123.77
New York 4.86 1/2
Brussels 34.82
Geneva 25.075
Amsterdam 12.09 1/2
Milan 92.78
Berlin 20.375
Stockholm 18.09
Copenhagen 18.16
Oslo 18.15
Vienna 34.425
Prague 163 1/4

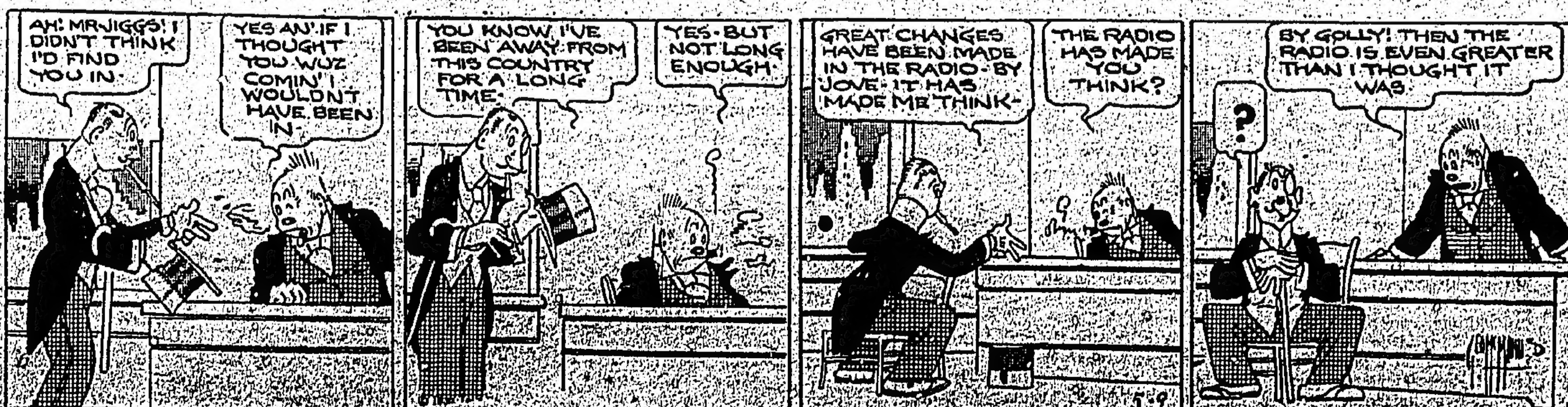
HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 26th June, 1930.

STOCK	Buyers	Sellers	Sales	Norm.	Fin. year	Last dividend and when paid
Banks.						
Hong Kong Bank	1510	1507 1/2	...	Dec.	Final 1st a/c 1929	Feb. 24, 30
Chartered Bank	...	...	16 1/2	Dec.	Final 1st a/c 1929	Apr. 2, 30
Mercantile Bk., A.B.	...	...	30	Dec.	Final 1st a/c 1929	Apr. 2, 30
Bank of Asia	...	...	12 1/2	Dec.	Final 1st a/c 1929	Feb. 28, 30
Insurance.						
Canton Ins.	...	...	950	Dec.	Final 1st a/c 1929	May 15, 30
Union Ins.	...	...	450	Dec.	Final 1st a/c 1929	May 20, 30
China Underwriters	...	...	3	Dec.	Final 1st a/c 1929	May 20, 30
China Fire Ins.	...	...	400	Dec.	Final 1st a/c 1929	May 20, 30
H. K. Fire Ins.	...	...	355	Dec.	Final 1st a/c 1929	Mar. 28, 30
Shipping.						
Douglas	...	...	24	Dec.	Final 1st a/c 1929	Mar. 4, 30
H. K. Steamships	...	...	25 1/2	Dec.	Final 1st a/c 1929	June 12, 29
Indo-China (Pref.)	...	...	43	Dec.	Final 1st a/c 1929	June 12, 29
Shell Transports	...	...	25 1/2	Dec.	Final 1st a/c 1929	June 12, 29
Union Waterboats	...	...	32	Dec.	Final 1st a/c 1929	June 12, 29
Mining.						
Benguet	...	...	3 1/2	Dec.	Final 1st a/c 1929	Apr. 30, 30
Kailan Mining Ad.	...	...	22 1/2	June	Final 1st a/c 1929	June 30, 30
Langkat (Comb.)	...	...	3	Oct.	Final 1st a/c 1929	May 8, 30
Shai Exploration	...	...	1.30	Dec.	Final 1st a/c 1929	May 8, 30
Loans	...	...	6 1/2	Dec.	Final 1st a/c 1929	May 8, 30
Rauha	...	...	23	Mar.	Final 1st a/c 1929	June 12, 29
Tronoh Mines	...	...	21 1/2	Dec.	Final 1st a/c 1929	Mar. 31, 30
Docks, Wharves, Godowns, &c.						
H. K. & W. Wharves	...	...	175	Dec.	Final 1st a/c 1929	Mar. 15, 30
H. K. & W. Docks	...	...	30	Dec.	Final 1st a/c 1929	Mar. 15, 30
China Providents	...	...	5 1/2	Dec.	Final 1st a/c 1929	Mar. 15, 30
Hongkong	...	...	205	Dec.	Final 1st a/c 1929	Mar. 15, 30
N. Engineering	...	...	7 1/2	Dec.	Final 1st a/c 1929	Mar. 15, 30
Shanghai Docks	...	...	180	Apr.	Final 1st a/c 1929	July 27, 29
Cotton Mills.						
Ewo Cotton	...	...	13 1/2	Dec.	Final 1st a/c 1929	Mar. 17, 30
Shanghai Cotton	...	...	85	Dec.	Final 1st a/c 1929	Mar. 17, 30
Zuogong Sings	...	...	10	June	Final 1st a/c 1929	Oct. 11, 29
Lands, Hotels & Buildings.						
H. K. & S. Hotels	...	...	12 1/2	Dec.	Final 1st a/c 1929	Apr. 7, 30
H. K. Lands	...	...	85 1/2	Dec.	Final 1st a/c 1929	Feb. 12, 30
Shanghai Lands	...	...	285	Dec.	Final 1st a/c 1929	Mar. 12, 30
Humphreys	...	...	10.00	Dec.	Final 1st a/c 1929	May 7, 30
H. K. Realities	...	...	9.85	Dec.	Final 1st a/c 1929	Mar. 24, 30
Chinese Estates	...	...	98	Dec.	Final 1st a/c 1929	June 5, 29
Public Utilities.						
H. K. Tramways	...	...	30 1/2	Dec.	Final 1st a/c 1929	Mar. 18, 30
Peak Tram (old)	...	...	11 1/2	Apr.	Final 1st a/c 1929	June 16, 30
Star Ferry	...	...	84	Dec.	Final 1st a/c 1929	Feb. 14, 30
China Light (old)	...	...	27.70	Sept.	Final 1st a/c 1929	May 12, 30
H. K. Electric	...	...	80 1/2	Dec.	Final 1st a/c 1929	Mar. 12, 30
Macao	...	...	23	Dec.	Final 1st a/c 1929	Mar. 12, 30
Sandakan Lights	...	...	11	June	Final 1st a/c 1929	Mar. 12, 30
H. K. Telegraphs	...	...	18.85	Dec.	Final 1st a/c 1929	Mar. 12, 30
China Buses	...	...	18 1/2	Dec.	Final 1st a/c 1929	Mar. 12, 30
S'pore Trams (Ord. 1st)	...	...	10 1/2	Sept.	Final 1st a/c 1929	Feb. 6, 30
Industrials.						
China Sugars	...	...	1	Dec.	Final 1st a/c 1929	Apr. 11, 29
Malacca Sugars	...	...	27	Dec.	Final 1st a/c 1929	Apr. 11, 29
Calds. Mag. Ord.	...	...	11 1/2	Dec.	Final 1st a/c 1929	Apr. 11, 29
Cement Co.	...	...	3 1/2	July	Final 1st a/c 1929	Mar. 12, 30
Cement (comb.)	...	...	19.90	Dec.	Final 1st a/c 1929	Mar. 12, 30
H. K. Ropes	...	...	10.40	Dec.	Final 1st a/c 1929	Mar. 12, 30
United Alabaster	...	...	5	Dec.	Final 1st a/c 1929	Mar. 12, 30
Stores, &c.						
Dairy Farms	...	...	15.80	Dec.	Final 1st a/c 1929	Mar. 12, 30
Watsons	...	...	19 1/2	Oct.	Final 1st a/c 1929	Mar. 12, 30
Der A. Wings	...	...	1	Dec.	Final 1st a/c 1929	Mar. 12, 30
Lanc. Crawfords	...	...	8 1/2	Feb.	Final 1st a/c 1929	Mar. 12, 30
Mackintosh	...	...	18	Feb.	Final 1st a/c 1929	Mar. 12, 30
Sincores	...	...	11.30	Feb.	Final 1st a/c 1929	Mar. 12, 30
Wm. Powell	...	...	3.85	Feb.	Final 1st a/c 1929	Mar. 12, 30
Miscellaneous.						
H. K. Amusement	...	...	25	Mar.	Final 1st a/c 1929	July 25, 29
H. K. Constructions	...	...	1.00	Dec.	Final 1st a/c 1929	Mar. 12, 30
B. Ind. G.S. Bonds	...	...	60 1/2	Dec.	Final 1st a/c 1929	Mar. 12, 30
H. K. Govt. Loans	...	...	94 1/2	Dec.	Final 1st a/c 1929	Mar. 12, 30
Telephones	...	...	27 1/2	Dec.	Final 1st a/c 1929	Mar. 12, 30
Ch. Entertainment Co.	...	...	10	Dec.	Final 1st a/c 1929	Mar. 12, 30

Bombay 1/5 25/32
Shanghai 1/5 1/2
Hong Kong 1/3
Yokohama 2/0 13/32
Silver Spot 15 9/16
Silver Forward 15 1/2
—British Wireless Service.

BRINGING UP FATHER



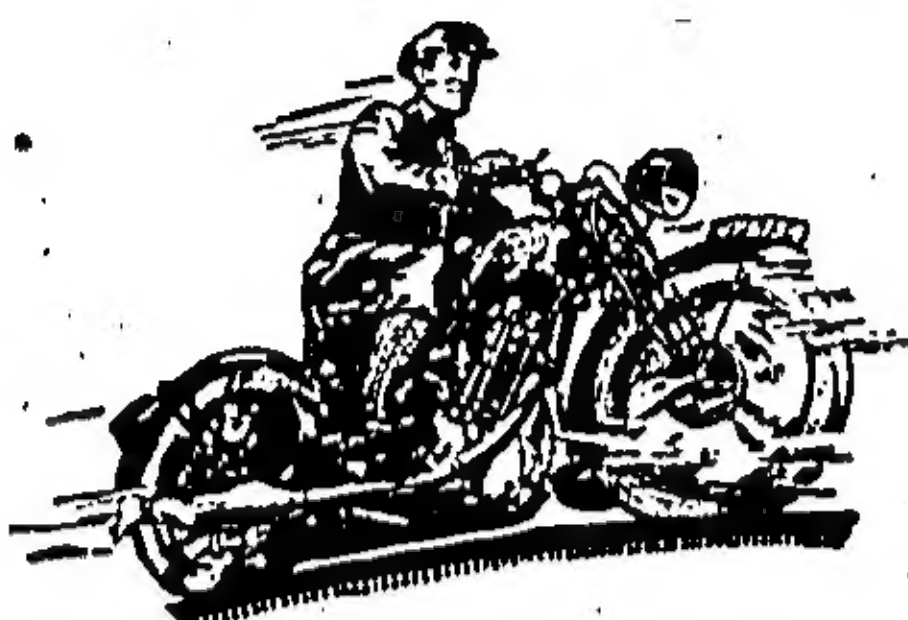
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MOTORISTS THIS IS YOUR PAGE

Greater Strength—Greater Safety—
Greater Comfort—Greater Value



RIDE ON A BACKBONE
OF FORGED STEEL

WHICH CHARACTERISES

1930

B. S. A.

1930 B.S.A.s with inclined engine now have a frame with a backbone of Forged Steel, giving super frame strength and rigidity. That is just one of the features which help to make 1930 B.S.A.s bigger value than ever. Others include: finger adjustment to both brakes, clutch, and fork shock absorbers; hinged rear mudguard and low-lift, spring-up stand; new wide-flare front mudguard, etc.

Come and Inspect the New Models in Stock.

THE SINCERE CO., LTD.

SOLE AGENTS.

CARS IN INDIA.

How Manufacturers Can Make Headway.

The following article is of Hong Kong interest in so far as the lesson it teaches might be assimilated with advantage by not a few British firms which place cars on the local market:

Of all the colonial and foreign markets, it is probable that India offers the most favourable opportunity of any to British motor manufacturers. In spite of what one hears to the contrary, the average educated Indian still follows the lead of the British in matters of western culture. If, then, the British manufacturer can persuade the Englishman in India to buy his cars, he will have made an appreciable advance towards capturing a large part of the Indian market. And in this, there are several factors strongly in his favour.

The majority of British people living in India visit Britain every few years on leave. While there they buy British cars, and consequently acquire a taste for the British car, with its greater comfort and handiness for the owner-driver. Having acquired this taste, one would expect them to purchase a British, rather than an American car on their return to India. That they do not do so is due to the poor service offered there by the British manufacturer. Before the latter can hope to gain his share of the Indian market he must organise an efficient service throughout the country. At present this is almost non-existent outside the radius of Bombay and Calcutta, as the following experience shows.

Two men, one with a popular British car, the other with an equally popular American, both had the misfortune recently to be involved in minor accidents which necessitated the fitting of new radiators. The owner of the American car telephoned the local agents, who had a new radiator fitted and the car ready for the road again the next day.

Not so with the British car. The nearest agents were in the capital of the province, a good hundred miles away. The owner immediately wired to them to send a new radiator and a competent mechanic to fit it without delay.

He received an answer next day regretting that the radiator would have to be procured from the main agents in Bombay, but that they would send and fit it as soon as it arrived. (This all happened in the extreme north of India). The car was not ready for the road again for three weeks!

This is not an isolated case. Time and again one hears the few owners of British cars in Northern India bemoaning the lack of service facilities for their cars after purchase. One never hears them complain of the performance of their cars compared with that of American cars. The complaint is always of the service, and of its inferiority to that which American firms have established.

Admittedly, the Americans have the advantage of a long start—the war years and those following when they had no outside opposition to compete against. But, on the other hand, they were pioneers. They had to feel their way gradually, and it took them many years to build up their organisation to its present pitch of efficiency.

To-day the British firms can take advantage of the spade-work done by the Americans; and can aim direct at establishing an organisation equal or superior to that of their rivals. Until they do so they will never make any appreciable headway in the Indian market.

A MOTOR CYCLING FAMILY.

Few families can boast of such prowess in the way of motor cycling as that of Mr. J. C. Archer of Aldershot. Mr. Archer himself is an enthusiastic motor cyclist, and has been a motor cycle dealer for a good many years.

In a reliability trial held recently by The North Hants Motor Cycle Club, his son, Mr. L. J. Archer, won the Premier Award, his two daughters, known affectionately as the "Two Little Maids," obtained second and third places in a field of thirty-three starters, of which only twenty-one finished. All three were riding Ariel machines.

The course was over some really

ACROSS DESERT.

Car Is Abolishing Time.

On the Eastern fringe of the Kalahari desert lives a young man, engaged to a lady who resides about twenty miles from the last outpost of civilisation on the western side. Their courtship is carried on by correspondence. The solitude of the Kalahari no doubt inspires some wonderful epistles which their descendants will cherish as a love story of the desert.

As the crow flies they are separated by a distance of about 450 miles, yet each message posted takes a month to reach its destination.

When it was known that the Oldsmobile expedition would pass through Gobabis to Ghanzi, thence straight across the Kalahari to Molepolole, many requests were made by residents on the western side for letters to be carried across the desert.

It was therefore decided to carry a special Oldsmobile Kalahari Mail.

Surprised. When the expedition arrived at Gobabis, the last rail head on that side of the Kalahari, the mail train had just arrived and the mail bag was handed over officially for delivery to the postmaster at Ghanzi. "This particular mail will be nearly a month ahead of its time," remarked Mr. Scott the postmaster at Gobabis, as he put the official seal on the bag.

He explained that the usual procedure was for a native postman, preceded by a donkey carrying the mail and supplies for the road, to cross from Gobabis to Ghanzi and back each month. The trip each way takes two weeks and the population of Ghanzi were agreeably surprised when the Oldsmobile delivered the mail in 24 hours.

Supplies for Ghanzi are conveyed by ox-wagon which takes about six weeks to cross approximately 210 miles of desert. This is largely due to the absence of water, the oxen having to be unyoked several times during the journey and sent back for water, leaving their load in the desert until they return.

Breakdown.

One can, therefore, imagine the plight of the lonely inhabitants of Ghanzi should a breakdown occur or in the case of supplies running out before the ox-wagon arrives.

That mechanical transport will shortly supersede the old fashioned means of conveyance over these desolate wastes is obvious, and the Oldsmobile crossing proved once more how easily the modern motor car abolishes distance and brings civilisation into touch with the more remote outposts in every corner of the Globe.

What it means to be isolated for months and sometimes years from one's fellow men, only those who live in such out of the way spots of the earth as Ghanzi can understand. In this little out of the world place with hundreds of miles of thirst on every side live three of the pioneers of the desert—Mr. W. E. Ellam, Magistrate; Mr. Boyle who acts as doctor, chemist and postmaster, with Sergeant Campbell in charge of the Camel and Ox police.

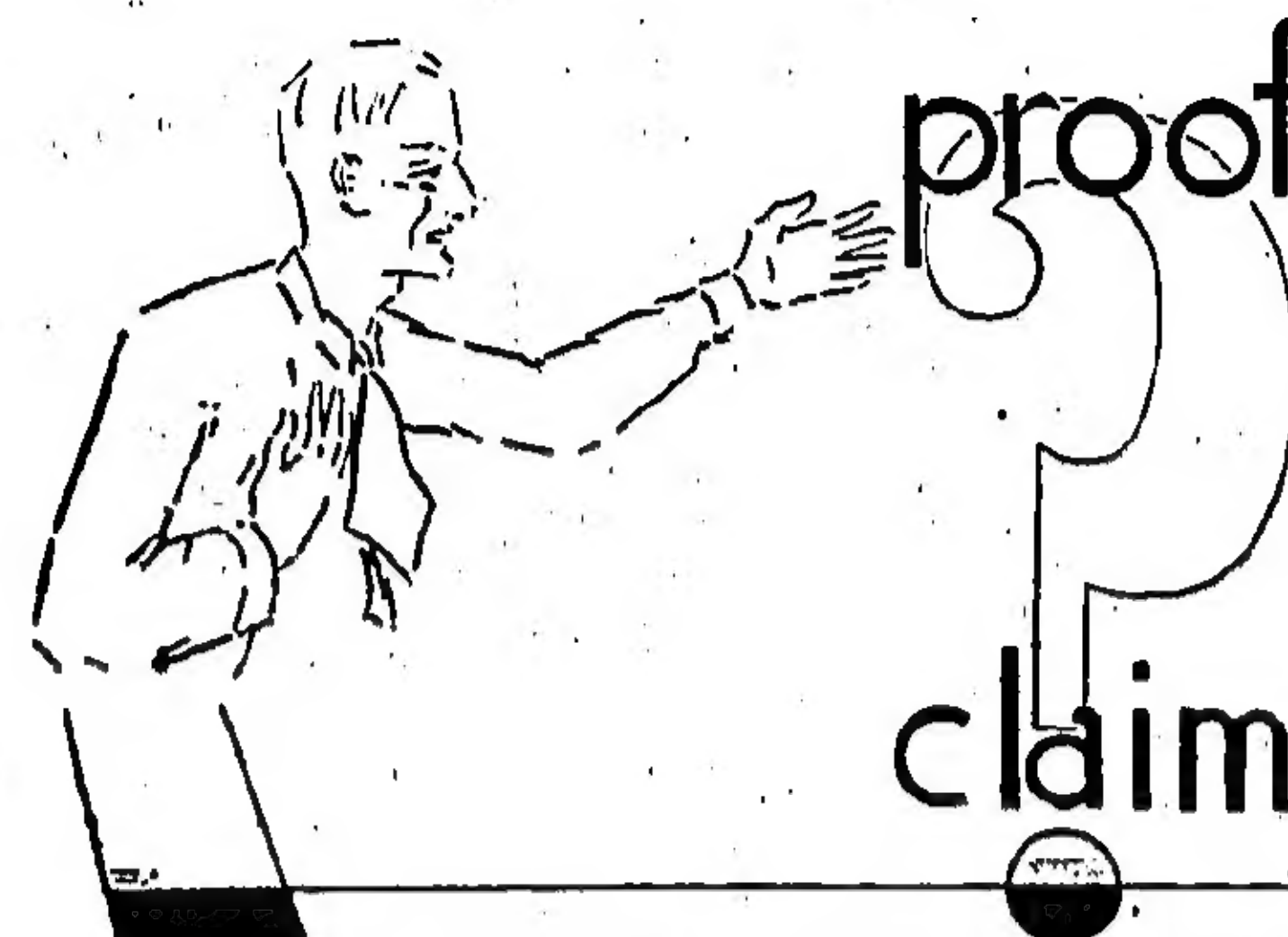
New Hope.

These three hardy men control approximately 70,000 square miles of territory, maintaining order among the "Bushman" ministering to the sick, carrying out a hundred and one necessary duties under the most trying conditions imaginable. They insisted upon delaying the Oldsmobile mail for several hours and their hospitality was unbounded. Mr. Boyle, the postmaster made up a mail bag for the Eastern side of the Kalahari and the "Olds" plunged into the desert towards the rising sun.

It has at least given these lonely guardians of the Kalahari new hope of early and rapid contact with civilisation and pointed to the passing of the obsolete transport which until now has provided their only means of communication with the outside world.

rough country, with many steep hills, which speaks highly of the capabilities of the modern young woman.

Actually, the Misses Archer are only just eligible to ride motor cycles, as they were under the age limit last year, being just over fourteen years of age at the present moment.



A man suffers, let us say, from asthma. In his newspaper he reads the advertisements of patent medicine and of doctors who boast and claim that they can cure asthma and so . . . make him happy. The man has money . . . a few orders on the Bank of Happiness, but he has been spending these pretty rapidly, here and there, in the hope of curing his asthma. He has only a few left. Where to put them, if he is to be cured and made happy, is a serious question. Now you come with what you, too, claim is a cure for asthma. But unlike the other advertisers, instead of claiming that you can cure his asthma, you say that you will prove to him that you have cured and can cure cases of asthma of the kind he suffers from. In other words, you offer proof that you can make him happy. Of which advertiser is he likely to inquire? Of which advertiser, if the proof be forthcoming, is he likely to buy?

Thousands of motorcar engines suffer from all kinds of mechanical ailments, the majority of which are caused by faulty lubricating oil. Every oil company tells you to use their oil and save your machine from a rapid trip to the scrap heap, but only one offers to prove to you that their lubricating oil is not only an eliminator of mechanical ailments, but also the most economical and efficient. Of which company are you inclined to buy—the one that claims but offers no proof, or the one that offers definite proof?

A trial of the correct grade of Gargoyle Mobiloil will prove to you that it is the one lubricant that will economically and efficiently eliminate mechanical ailments and protect your motorcar engine against premature wear. In other words, do away with unnecessary replacements and repairs; all of which are expensive.

Vacuum Oil Company

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From every standpoint of tested quality, precision craftsmanship, size, style, luxury, riding ease, and performance ability, the Chrysler "66" is clearly and unquestionably the foremost six-cylinder value of the times. It is designed and engineered according to the best Chrysler traditions—with such advantages as high-compression power from any fuel; oversize 7-bearing crankshaft; ventilated crankcase; force-feed lubrication; positive fuel pump instead of vacuum tank; rubber engine mountings; weatherproof internal-expanding 4-wheel hydraulic brakes. A demonstration will prove its exceptional value.

CHRYSLER 66

CHRYSLER MOTORS PRODUCT

THE NATIONAL MOTOR CAR CO.

484-486, QUEEN'S ROAD, WEST.

TEL 25674.

BUYERS' GUIDE

MOTOR CARS.

- ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co. Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co. Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.
PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
VAUXHALL.—Lane, Crawford, Ltd.
WILLIS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolf & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

- CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
G.M.C.—The Dragon Motor Car Co. Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLIS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.

TYRES AND ACCESSORIES.

- ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—The Dure Motor Co., Nathan Road, Kowloon. Tel. 52224.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
FREESTONE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

ROAD MAKING.

United States Methods Discussed.

There are in the United States to-day three million miles of rural highways. Of these, less than one-fifth, or only 18 per cent. of the whole, are surfaced. One of the principal problems discussed in the conference on Highway Engineering, held at the University of Michigan in the spring of last year, was how the remaining 82 per cent. could be improved, while still keeping in good condition that which had already been constructed.

Obviously, the kind of surfacing, and also the alignment, the grade, and even the bridge and drainage works, may be modified on light-traffic roads to reduce the cost in keeping with the service necessary and the needs of roads carrying heavier traffic. The same standards as to maximum grades, minimum radii on curves, minimum width of roadway, and design and depth of metal, should not apply to routes that proper investigation shows will carry widely varying amounts of traffic.

There are 23,000,000 motor vehicles in the United States, the radius of travel of which is yearly increasing. More than 90 per cent. of these are motor cars and light lorries and vans, and nearly all of the latter, as well as the motor cars, are equipped with pneumatic tyres. The demand for light, fast-moving lorries is increasing. Traffic surveys have shown that heavy lorries work near the centres of population, and that traffic of more than 1,500 vehicles a day is found near these centres.

Several States have protected, by legislation, gravel and similar types of surfaces from destruction by a few heavy lorries at critical seasons of the year, and general opinion is that further construction of low-cost roads is not only feasible, but highly necessary to the welfare of the country.

Gravel is found and used for surfacing in nearly every State; while chert, shale, and disintegrated granite are found in certain States. Consolidation is secured by traffic or by rolling, or by both methods. The materials are hauled to the road, spread on the sub-grade, shaped and frequently rolled to the designed depth. Another method is to apply the materials in layers of about 2 in. loose measure, each layer being consolidated by traffic, with the help of some harrowing and shaping with a road machine. These layers are applied periodically until a well-compacted surface of 4 in. to 6 in. is obtained. It has been very successful in Ohio, where stone and slag are also used.

The bituminous treatment of gravel and of earth roads shows, at the present time, considerable variation in the methods of applying the material in surface treatments and the kind of bituminous material in use. Rarely is the bituminous treatment over 2 in. thick, unless it has been applied over a number of years, and gets deeper by scarifying and re-mixing.

A great deal of careful consideration, combined with research, is given in the United States to the road problem in all its aspects, and the result is seen in the value obtained for the expenditure.

SPOT-LIGHT ABUSE.

The Way of the Road-Cad.

Those who drive much at night must have noticed a new and extremely unpleasant manifestation of the road-cad. Not content with making things by day as dangerous as possible, he has discovered a most effective way of arousing the desire for murder in the heart of everyone he meets at night, writes John Prioleau in The Illustrated London News. He uses his spot-light as a weapon of intolerable offence. On meeting a car with head-lights which cannot be either dimmed or dipped, he turns a blaze of scorching light on to it, as much as to say, "Take that!" Time and again I have met the brute, his own lamps dipped as they should be, but with that blinding swivelled light focussed straight into my eyes, and sometimes even flickering, which is the last possible offence. It never seems to occur to him that a man with fixed lamps, without a dimming switch, is unable to help himself except by blacking out, and that is the most dangerous thing one can do on the roads to-day. His idea is to force the other man to switch off altogether, regardless of the consequences. It is the act of a thoroughly selfish road-hog of the kind which the new Motor Act, it is devoutly to be hoped, will help to put off the roads altogether.

The Law's Sensible Eye.
The use of the spot-light is still illegal, but, as its advantages are so obvious, the law has hitherto turned a blind eye on it. It is invaluable for sign-post reading, and will be so long as our local Bumbles persist in making these high enough to be seen over non-existent hedges by travellers sitting perched high in carts which are nearly extinct, and much too high to be read with any comfort by those who drive motor-vehicles. It is of great help in times of fog, it makes reversing into motor-houses much safer, and, properly used it serves as a quite adequate driving light. If you turn it so that its beam sweeps the near side of the road fifty yards or so ahead, you can get home at a reasonable pace without head-lights. Lighting systems are much more reliable than they were a short time ago, but it is comforting to have an emergency light, entirely separate from the main.

A Help Against Dazzle.
It will be a thousand pities if its misuse by the bounders of the road leads to its effectual "illegalisation." It is one of the most practical gadgets to be bought to-day, and, to a certain extent, helps the driver of a car with fixed lights. Blacking out, as I said just now, is inadmissible, but if you have a really powerful spot-light, and turn it on to the near side so that you can not only see where you are going, but can distinguish unlit cyclists and pedestrians in the face of oncoming dazzling lights, your own head-lights may be switched off without risks. But it must be of high power. The ordinary kind is of little avail against the distributed blaze of a pair of big head-lamps.

DUNLOP CONFIDENCE
Financial Times Views Favourable.

The address which the Chairman of the Dunlop Rubber Company delivered at the annual meeting (says the Financial Times) was in welcome contrast to the gloomy jeremiads so many in the same position prefer to indulge in at the present time. Even in the face of an outlook—economic, financial and political—more uncertain than probably ever before in the history of organised business, Sir Eric Geddes refused to allow any room for pessimism. So far as the great organisation under his direction is concerned, it is well equipped to meet any emergency, and will proceed "in faith and courage" along the paths of steady development. It may be urged that optimism comes easily when reviewing a period which has witnessed so material an improvement in the company's fortunes. On the other hand, it is largely because of the success of the policy from which such results follow that Sir Eric Geddes, in spite of the many and serious obstacles still to be surmounted, was able to view the future with such confidence.

The grounds on which the claim is based are impressive. The quality of the company's products and the demand therefore were never so high. In spite of the severe competition more tyres were sold in Britain in 1929 than ever before; the volume of the export business, notwithstanding the unsettled state of many of the principal markets, is steadily rising, and the wide range of activities outside the motor industry is increasing and becoming more profitable. As a result of the improved efficiency and more economical working, costs of production have been reduced with the same time increased earnings for the company.

COUNTRY DRIVING.

Some Points to Remember.

At all times of the year, many town motorists, both old hands and novices, come up against problems which constantly present themselves to all who leave the beaten track and traverse the by-ways. Reference to some of them by a regular country driver may not be amiss (writes D.N.M. in the Autocar).

In the first place, when you leave an arterial or other main road for the lanes, don't believe that you have left every other car in the country behind you. It is quite possible to run several miles without meeting anything; on the other hand, it is no infrequent occurrence to meet at any blind corner some butcher's van going full pelt.

Constant vigilance is essential to safety in the lanes, but there are certain signs for the observant that help somewhat in anticipating what is round the corners. If you are driving towards the sinking sun, approaching a sharp corner where the road is in sunlight, a vehicle approaching from the opposite direction throws a shadow, which you will almost certainly see a fraction of a minute before you first sight the vehicle itself. That fraction of time is often extremely valuable.

Then it is worth while taking notice of birds in the road at sharp bends; they are often nearly as useful as mirrors to those who make a habit of studying their movements. Imagine a number of birds sitting in the road at the central point of a bend. They have a view both ways and if the whole flight is seen to rise above the hedge before one actually reaches the corner, in all probability they have seen something round the other side of the bend.

Failing the use of a periscope, these two seemingly trivial indications have served me on many occasions, just providing that extra margin of safety which keeps one out of narrow squeaks. I am not suggesting them as infallible guides to give an all-clear signal to sail round corners at high speed, but merely as aids in driving.

On narrow rounds it is always well to keep one eye on the edge of the road, so that if an emergency arises you are aware of how much room there is for a sudden swerve off the road. In some districts apparently innocent grass verges have a succession of deep channels cut through them to a ditch well away from the road. Beware of a swerve which takes the car over one of these. For the results are apt to be expensive. If you have watched your road you will be prepared to do the right thing in a hurry.

In narrow lanes one will often obtain a chance to do another driver a good turn by avoiding passing at difficult points. When an approaching car is seen a good distance away it is often possible to slow down or stop at some wider portion of the road, where the passing can be effected in comfort. This is especially important on very narrow hills.

A situation, especially at night, which needs special watchfulness is when meeting stray cattle or horses on the road. It is seldom possible to obtain compensation from the owners in case of an accident, and frequently the car owner has to pay damages for any stock he runs down; it is best to take no chances.

ROAD WANTED.
To Try a New Motor-Cycle.

Who will lend a private road, about two miles long, so that an attempt can be made to regain the world's motor-cycle speed record for Britain?

This appeal is made to Daily Mail readers by Col. R. Crever, of Messrs. J. A. Prestwich and Co., Northumberland Park, Tottenham, N.

His firm, which builds the J.A.P. motor-cycle engines, has evolved for the O.E.C. motor-cycle a two-cylinder supercharged engine which delivers more than 85 horse-power.

The Germans took the motor-cycle record from Britain last year with a speed of 184 miles an hour. This new engine has done more than 130 miles an hour on the Brooklands racing track, but there is no suitable place for an attempt to back the record.

Straight and Level.
"I therefore appeal," says Col. Crever, "to any Daily Mail reader who has a suitable private road to lend it for the purpose, and so come to the rescue of an important British industry."

"All we want is a road two miles long, quite straight and almost level, with a moderately good surface. The gradient must not exceed one per cent. Unless some road is found in Britain we shall have to take a machine abroad."

"There are several new arterial roads which would be suitable, but the law does not allow us to use them. A road course would not be a particularly steady car with

SKIDDING.

Some Causes and Remedies.

It is only on very rare occasions that the modern car gives its driver the feeling that it is really out of control; luckily, mechanical breakages are extremely rare, and the brakes, if reasonably well looked after will always respond to the pedal. The one happening which remains to engender that helpless feeling is the unforeseen skid on a wet or greasy road.

There are still many drivers who do not fully understand how readily a skid will commence, and how difficult it is to check when anything causes a slippery surface on the road. The co-efficient of friction, as it is called—a term which simply means the ratio between the force necessary to cause skidding and the weight of the car—is about 0.8 on a dry road, whereas with a slippery surface it may easily be reduced to one quarter this value. Consequently, only a very small disturbing force is required to upset the stability of a car running on a slippery surface, and once a skid has been initiated in such circumstances, its correction will be found to be almost impossible.

On a thoroughly wet road rubber tyres obtain a good grip, but beware of the surface which has only just become wetted from a shower following a dry spell. The water mixes with the accumulations of dust to form a greasy paste which tenaciously maintains a film between the tyres and the road surface in just the same way as oil will form a film between the two parts of a bearing. After heavy rain this film becomes washed away and the adhesion may be practically as good as that experienced on a dry surface.

Indulgent braking is perhaps the most common cause of skidding, followed by fast cornering. Four wheel brakes, are, of course, much safer than rear wheel brakes, but, since three-fifths of the braking effort is arranged for application to the rear wheels in most systems, it is comparatively easy to lock the rear wheels with a little pressure on the brake pedal.

In proportion to the amount of torque which is placed upon the rear wheels (either by braking or acceleration) the resistance against transverse sliding is reduced, so that to lock the wheels completely destroys all their sense of direction, and they will as readily slide one way as another. Owing to the arrangement of the front axle, the car can pivot round the steering heads, with the front wheels still rolling more or less straight ahead, and this is what invariably happens. In other words, the locked rear wheels slide sideways until the car gains momentum in its spin, and if the wheels are not freed, the movement will persist until the car has turned completely round through 180 degrees.

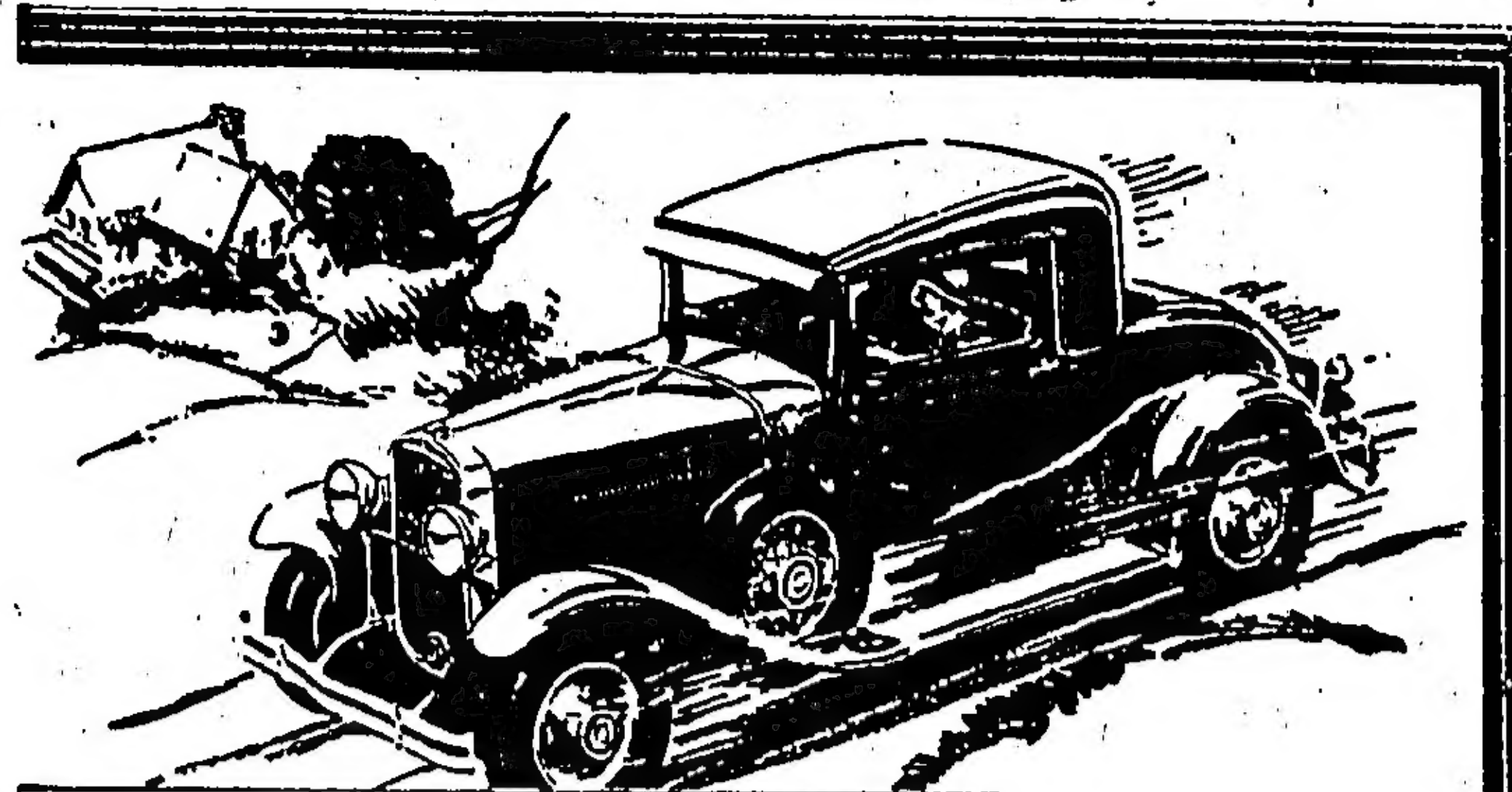
The Kerb Danger.
If there is plenty of room, even a serious skid of this character will not necessarily cause the slightest damage, or danger, but, of course, the presence of other vehicles, or of a rigid unyielding kerb may spell disaster in the form of a collision, buckled wheels, or even overturning.

The driver should act immediately a skid begins to become pronounced, the first thing to do being to release the brake pedal so as to free the rear wheels. Next, if the tail of the car is sliding towards the near side, the front wheels should be steered towards the near side (and vice versa) with a sudden movement of the steering wheel, which will have the effect of causing the tail to swing in the opposite direction. Further corrective measures of a similar kind may then be necessary, the car gradually straightening out as it pursues a sinuous course down the road.

It is most desirable that the brakes should come into action as smoothly as possible, because if they produce any sort of grabbing effect they may easily lock a wheel on a greasy road, even, although the pedal has been judiciously employed. Then, again, it is obviously important that the braking effort should be correctly distributed over all four wheels; adjustments are best carried out at one of the modern service stations where brake testing machines are available.

Another point is that when an emergency stop is necessary on a slippery road, it is usually found slightly more safe to leave the clutch alone rather than to de-clutch when the brake pedal is depressed. The condition of the tyres has also quite a pronounced influence upon the liability to skidding, because a well defined tread affords a better grip than one which has become worn and smooth.

The skid, which arises when a corner is taken fast has usually much the same consequences as the skid due to braking, and is particularly dangerous on a left-hand bend, because centrifugal force sends the car sliding outwards into the path of oncoming traffic. The only safe rule is to drive at a moderate speed in bad weather, and even if a driver has a particularly steady car with



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safe brakes, he should not make full and continuous use of these advantages, because, should he pull up suddenly, there may be another car behind, not so safely equipped, which will slide and skid into him.

The steadiness, or otherwise, of a car no doubt partly depends upon factors over which the owner has no control, such as weight distribution, the position of the centre of gravity and the suspension system. It is generally true, however, that the harsher the suspension the more safe is the car on a slippery road, so that when much winter driving has to be done it is a good scheme to tighten up all the shock absorbers. It will also be found worth while to maintain the tyres at their correct pressures.

In city and suburban streets tramlines should be treated with respect on wet days, as they can become very slippery, and a road which is heavily cambered also calls for caution.

NEW BRITISH TREND.

The Utility Motor Cycle.

Without a doubt a hearty vote of thanks should be accorded by the whole country to British motor cycle manufacturers. Britain is to-day the leader of this industry, but in one sense a mild apology may be due to the public. British manufacturers are now beginning to admit that they have concentrated rather too much on the high speed, sporting type of motor bicycle, and in so doing have, perhaps, neglected another section of the public. But while they will no doubt still concentrate on machines of the class referred to, they will now turn their energies to another type of motor bicycle which is bound to create a new market in that it will appeal to riders of a new class.

To give the object of this neglect a name, it is the "utility machine." Many persons who cannot afford to run a motor cycle for pleasure alone are deterred from owning one because they find that they cannot use a machine, such as they are at present, for business purposes. Again, it is almost certain that a great number of cyclists, who at present fight shy of the modern "hot stuff" motor cycle might see in the utility-machine something within their reach, and both simple and serviceable. All Britishers are sportsmen, but all sportsmen cannot afford to indulge their desires. This has been the case with motor cycling. Most modern machines are fast, and built to hold the road at speed—they are almost essentially a young man's mount, and a large section of riders are satisfied in consequence.



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A Specification List.
But there are others, and the question, is, What do they really want—what should the utility machine be and how should it be equipped?
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Wide and deep sided mudguards.
Strong but not rigid duplex cradle frame, with high ground clearance.
Adjustable handlebars.
Standardisation of controls for all makes.
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Separate oil tank holding 1 1/2 gallon.
Large flexible spring saddle.
Efficient but slightly leg shields.
Efficient and waterproof brakes.
Easily removable wheels.
Well silenced.
Engine and gearbox to be one unit; above all, flexible, economical, and reliable. With dry or wet sump lubrication.
All mechanical parts to be easily accessible.
Every moving part to be totally enclosed.
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Footboards optional in place of footrests.
Many manufacturers are laying plans for the production of a machine to come near these lines.

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GERMANY'S FUTURE.

ATTAINMENT OF FULL
POLITICAL FREEDOM.

LEAGUE TOO SLOW.

Berlin, Yesterday.

"The maintenance of peace but the attainment of full political freedom and equal rights will be one of the corner stones of Germany's foreign policy," declared Herr Curtius in the Reichstag today, in the course of a debate on the estimates of the Foreign Ministry.

The liquidation of the Great War, he added, was still incomplete. Germany did not want a division of States into separate camps.

The League of Nations stood in the front rank of importance, but its provisions for settlements of all international disputes were still defective. The progress made in disarmament, and the protection of minorities or economic co-operation was too slow.—Reuter.

ORDER DEFIED.

PUNJAB "WAR COUNCILS"
DECLARED ILLEGAL.

DANGER TO PUBLIC PEACE.

Lahore, Yesterday.

The Punjab Government has declared a number of "War Councils" civil resistance committees, Workers' Training College, and other Punjab organisations unlawful, on the ground that they interfere with the maintenance of law and order and endanger the public peace. The Congress Party has decided to ignore the order.—Reuter.

CHANG HSUEH-LIANG'S NEW POST.

Liaoning, Monday.

General Chang Hsueh-liang is in receipt of a wire from the State Council appointing him as the Generalissimo of the Land, Naval and Air Forces. It is understood that as soon as Chang receives the letter of appointment he will formally take up his new post.—Canton News Agency.

"I MAY HAVE BEEN TACTLESS."

Strickland's Defence in House of Lords.

GOVERNMENT'S REPLY.

Rugby, Yesterday.

In the House of Lords to-day Lord Cushendun asked the Government whether they were still endeavouring to renew the negotiations for a concordat between the ecclesiastical and civil authorities in Malta;



Lord Cushendun.

whether the former had yet given orders which would restore to the electorate of the Colony complete freedom to exercise their political judgment, and how long it was expected to be necessary to suspend the holding of elections in the Colony.

Viscount Fitzalan appealed to Lord Strickland, the Premier of Malta, who was present in the House, to make some gesture that might alleviate the present situation, and which would place him in the position which he ought to hold in the Island of Malta. He believed that much good could come of such a gesture, and that peace and spiritual welfare would be restored to that great and historic island fortress. Lord Strickland thanked the

NULL AND VOID.

COURT DECIDES AGAINST THE GOVERNMENT.

MALTA APPEAL CASE.

Malta, Yesterday.

Important developments are expected to follow the action of the Courts of Appeal in deciding against the Government in a case affecting the validity of the laws enacted under the late Legislature.

Plaintiff sought a specific annulment of the election of a Member of the Senate and a Member of the Assembly in the late Parliament as illegal. The Treasury Counsel argued that by virtue of a recent Ordinance the Court had no jurisdiction in such questions, but the Chief Justice decided otherwise and declared that the Electoral Law was null and void.—Reuter.

Government for the decision it had arrived at. He said that the Government's declaration did not mean the suspension of the Constitution. It only meant the suspension of the elections. But having got to that state, the problem was how to get out, and the way to do that was by further ordinances. Therefore he accepted loyally and freely any apparent or real diminution of his previous authority.

Defending his conduct of affairs in Malta, Lord Strickland said: "I may have been tactless sometimes, but not always. I have been Governor under the Crown four times and I should not have been Governor twice if I was."

Lord Passfield, Colonial Secretary, said that the Government had never taken sides in this matter. It was with the greatest regret that the Government were driven to take the step they had taken and even temporarily to suspend the Constitution. They were suspending the Constitution in order to save it. The Constitution was not being maintained if the freedom of election was taken away. When they could get back to the freedom of election the Constitution would be restored. During suspension the Government would be carried on by the Governor by means of Orders in Council. The Government were not going to give way to the demands of the Vatican that Lord Strickland and his colleagues should be removed.—British Wireless Service.

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HEARST NEWSREEL

NIPPON BUDDHISTS celebrate fete.
Marriage in bathing pool.
Seattle's wonder baby athlete.
Fistic art East of Suez.

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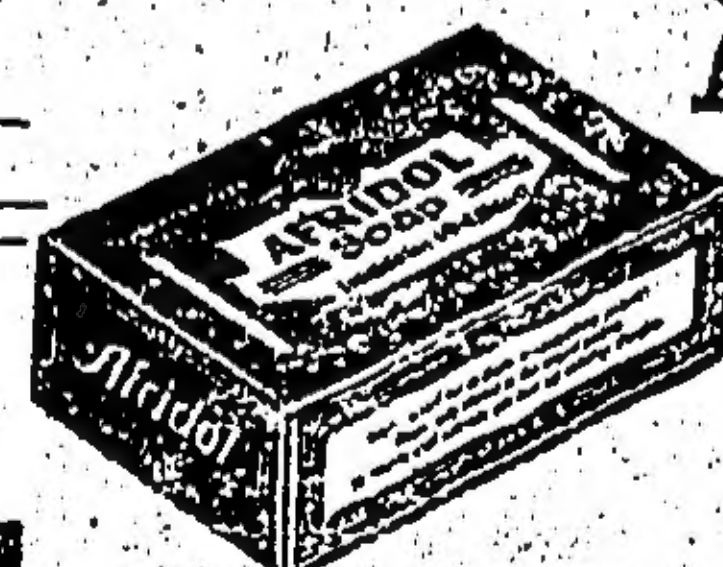
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